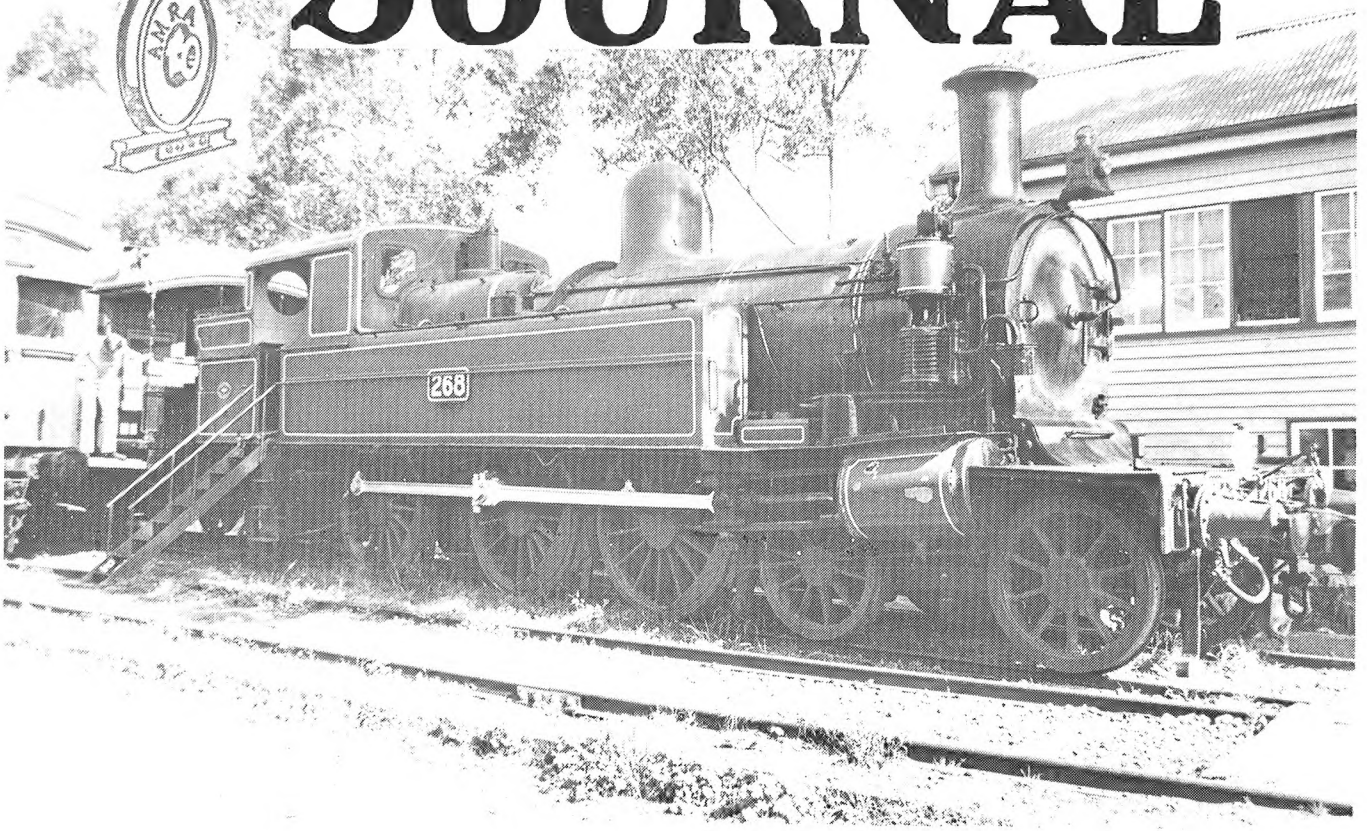
AUSTRALIAN MODEL RAILWAY ASSOCIATION

JOURNAL



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NOVEMBER — DECEMBER
1974

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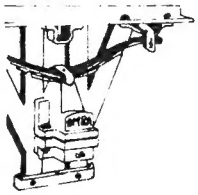

Editorial
JOURNAL BOX

EDITORIAL

With another six issues behind me another year has ended. May I, on behalf of the Federal Committee, wish you all the compliments of the season, and a prosperous new year.

It has been an interesting year production wise — I have learned a lot about printing that I didn't know before. However, it has proved to be expensive, and with the rise in postal charges the Federal C.O.M. are looking hard at ways to keep up the standard attained, and yet somehow reduce costs.

I must thank those members who have sent in contributions to the Journal and apologise to those Branch Reporters whom I mixed up with the changes in dates of deadlines.

I hope that by now you are thinking of sending in that entry for the Association's Competition. No entries, no competition! All entries must reach the Federal Secretary by the end of January.

The March/April Journal is still coming — with a little bit of luck you should have it before Christmas.

REX LITTLE

Deadline for Jan./Feb., 1975 is Dec. 14th, 1974.

VOLUME 23 **ISSUE 113**

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ON THE COVER

D4 268 at Williamstown A.R.H.S. Museum 16/9/73. Photo by Rex Little.

THE SECRETARY'S DESK

We have made many appeals for members to advise the Federal Registrar, June Dunn, of any change of address. Judging from the number of Journals that get returned "Address Unknown" these seem to fall on deaf ears in many cases. As it will now cost 10c to drop a line or make a phone call, a timely notification would save a lot of wasted time and postage.

I was recently rather rocked to be told that a number of members don't bother to read Journal "as there is nothing in it that interests them". Whether the fact that I have been a modeller for so many years has anything to do with it I don't know, but I always read all the various magazines that I obtain right through.

There is always something of interest to read in so many articles covering a wide range of activities in all gauges, model and prototype. Photographs are always of interest, as a lot can be learned from good photographs. Plans can be converted to any gauge, layout plans can be studied for ideas, etc. Failing all this, a letter to the Editor, asking other members to supply information on some topic of interest could produce results.

It has been mentioned on many occasions that the Editor is not expected to know what everyone is interested in, nor does he have to dig up the information to fill the pages of Journal. I have heard some members say they have sent in articles and have not seen them printed, this can happen. The Editor requires a large selection of articles on hand, to enable him to produce a balanced magazine with not all the one type of thing in each issue. In his wisdom he withholds some articles for a "rainy day" — they do not just get thrown away. These days when articles are received by Rex, he sends an acknowledgement slip, which should be kept as a reminder.

An offer has been made to produce Journal in an entirely new set-up. There are a number of points that need clarification yet, which the C.O.M. hope can be finalised very shortly to the benefit of the Association.

There is an urgency in this matter as the cost of putting Journal into members' letter boxes has sky rocketed this year, and would soon have us scratching the bottom of the barrel. The 1976 subscription will certainly have to be increased, though we hope, not unduly.

The C.O.M. are pleased to announce the following awards for 1974.

Honorary Life Membership to Rex Little for his many years of valuable service to A.M.R.A. on both Federal and State Committees and Editor of Journal.

Meritorious Awards to Arthur Robinson, who was Secretary of the Queensland Branch for many years and for his activities in building up the State Branch, and to Bruce Lovett, who greatly assisted in steering the New South Wales State Branch onto the right course and seeing it grow into the vigorous "teenager" of today.

The Committee of Management wish to offer seasons greetings to all members for the festive season and the year of 1975.

Norm Read Federal Secretary.

INFORMATION WANTED

The following Journals No. 111 were returned.

Mr. R. C. Grace, 35 Alemain Avenue, Carlingford, N.S.W., 2118.

Mr. R. Andrew, 4 Weston Street, Dulwich Hill, N.S.W., 2203.

Mr. J. A. McClaren, 47 Snell Grove, Oak Park, Vic., 3046.

Mr. J. Gardner, 1/11 Orerwyl Road, Burwood, Vic., 3125.

Mr. P. J. Burman, 64 Drummond Street, Chadstone, Vic., 3148.

Mr. R. A. Ralli, 14 Parkway, Crawley, W.A., 6009.

The following Journals No. 112 have so far been returned.

Mr. R. Andrew of Dulwich Hill, N.S.W.

Mr. W. R. Hoye, Flat 6, Villa Victoria, 555 Victoria Road, Ryde, N.S.W., 2112.

Mr. F. Whitkin, 34 Howitt Drive, Lower Templestowe, Vic.. 3107.

Should any member know the whereabouts of any of the above, would they ask them to contact the Federal Registrar, to obtain their Journals, and to have our Records brought up to date.

Rex Little Editor

BETTER MODEL RAILWAY ELECTRICS

No. 6. A Short Introduction to Relays

This is the sixth of a series written by Allan Dowel, based on his experience as electrical engineer with the Melbourne Model Railway Society.

It is fortunate indeed that the PMG 3000 type relays are available to us through disposal sources at very reasonable costs. We can buy these relays at about 15% of their original cost to the PMG, and yet due to their excellent design, they are usually in at least 90% of new condition when we purchase them.

Relays used intelligently can turn a very ordinary model railway into a railway with quite fascinating facilities for very little additional cost.

A count of the relays used in the second MMRS layout surprised many as the total came to about 200. Despite this figure, all of that 200, and an additional 168, are earmarked for the layout currently under construction.

What are they all used for? The list below will give you some idea of the interesting features which relays can introduce. I plan to write about several of them in this series.

1. POINT MOTORS. Locally or remotely operated.

2. SIGNAL MOTORS. Both colour light and semaphore.

3. THE LOGIC CIRCUIT. A unit of 60 relays which allows three trains to be individually driven on the same 240 feet of track by three drivers, without any manual track switching. It also sets all signals.

4. THE DIGITAL CLOCK. This clock has five lamp display positions, can be stopped or started at any "time" by the train controller, and can run from four times real time to as slow as half real time.

5. LEVEL CROSSING FLASHER. One relay detects the approach and departure of a train. Another switches on the relay flasher circuits. Two relay flasher circuits provide correctly timed pulses to crossing lamps and a bell.

6. ROUTE SWITCHING. The trackwork at our Elderville terminal is so complex, that to set a route at short notice delays train arrivals and departures for too long. Each of the six main arrival and departure tracks has a single "pull-up" switch which sets all points and track sections from the main line to that track, regardless of the positions of manual point and section switches.

7. TELEPHONE SWITCHBOARD BUZZER. A sensitive relay feeds the current to all line lamps. When a call is waiting to be answered the lamp glows, and the relay operates. The relay contacts operate a buzzer, which can be switched off if not required.

8. TRACK DETECTION CIRCUITS. The new layout will have three distinct lines. The train controller needs every assistance to speed his work. Relays connected to each station to station section — eight in all — will light "occupancy" lamps on a C.T.C. type display panel in front of the train controller, which, with the addition of signal repeater lamps, will give him a fair indication of the location of each train.

Perhaps before we proceed further, we should be quite clear on our understanding of a relay.

A RELAY is actually a switch or set of switches, operated by an electro-magnet. It follows, of course, that as the electro-magnet can be energised by electric current from a remote source, the set of switches can be likewise operated from the remote source.

The PARTS can be divided into three main groups: —

(1) the coil assembly (the electro-magnet);
(2) the spring assemblies (the switches);
(3) the iron assembly.

These are shown in Figure 15.

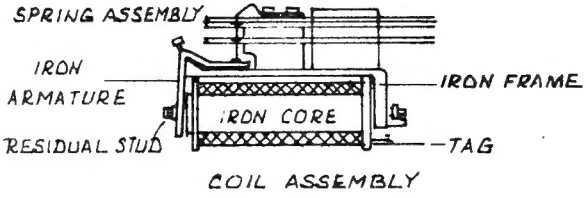


FIG. 15 MAIN RELAY PARTS

The COIL ASSEMBLY can consist, of from one to four windings, and sometimes carries a heavy copper slug (usually nickel plated). These slugs are used to slow the action of the relay,

but as these delays amount to less than half a second, slugs have very little application in model railways. In fact they should usually be avoided, as they reduce the efficiency of the coil assembly.

Ideal coil assembly resistances will vary according to many factors, such as turns in the coil, number of springs to be operated, etc., but generally speaking, the ideal resistances are as follows: —

12 VOLTS — 100 OHMS
24 VOLTS — 400 OHMS
50 VOLTS — 2000 OHMS

However, trial and error is the best judge.

Coil assemblies with more than one winding can often be connected in series or parallel to get a better effect. Coil assemblies are usually clearly labelled and the fine terminal tags are numbered a b c d e, looking at the tag end, with tags at the bottom. Thus a label "a b 200 and d e 200" indicates two windings, each of 200 ohms one connected between a and b, and the other between d and e. Such windings could be connected in series (connect b to d) to give 400 ohms, or in parallel (connect a to d and b to e) to give 100 ohms. See figure 16.

Watch out for windings labelled NI. These are "non-inductive" — that is they have no magnetic effect at all, and are to be used only as resistors.

When two windings use common tags such as "a b 200 — a c 500" they cannot be used in series, but could be connected in parallel by connecting b to c.

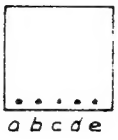


FIGURE 16.
COIL TAG NUMBERING

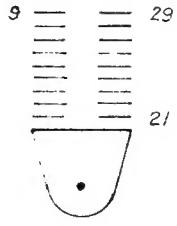


FIGURE 17.
SPRING NUMBERING

The SPRING ASSEMBLIES, usually two, are known as LEFT HAND and RIGHT HAND. In this case, we view them from the armature end of the relay with the springs upper-most (see figure 17). The springs of the L/H spring assembly start with No. 1 at the armature, and can number up to 9. The springs of the R/H spring assembly start at 21 at the armature, and can number to 29.

Each spring assembly is made up of CONTACT UNITS, and contact units came in four types: —

M or MAKE units. The two springs of a make unit come together when the relay operates.

B or BREAK units. The two springs of a break unit part when the relay operates.

C or CHANGE-OVER units. The centre spring of three, parts from the spring below it and comes together with the one above it, when the relay operates.

K or MAKE BEFORE BREAK CHANGE-OVER units. These are similar to C units except that their design ensures that the make action occurs before the break action. (Required for special circuit reasons sometimes.)

All four types are shown separately in Figure 18.

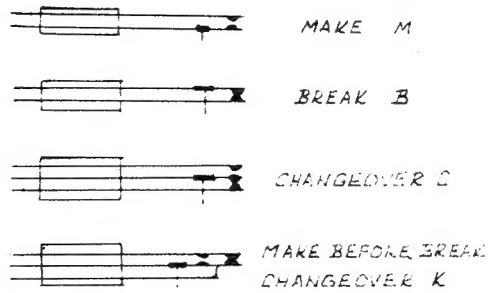


FIGURE 18. CONTACT UNIT TYPES

One finds an almost infinite combination of contact units within a spring assembly. Generally speaking, they should not be altered unless the operator is an expert. Very few of the springs are in fact inter-changeable. It is better to change a complete spring assembly if that is necessary.

Springs are divided into two types, LEVER SPRINGS, which are fitted with a brass lifting pin or a fibre stud, and are so called because they are "levered" up by the operation of the armature, and BUFFER SPRINGS, which are so called because they have a little lug on one side which rests on the white BUFFER BLOCK between springsets. The purpose of the buffer block is to allow the buffer springs to be tensioned towards the lever springs, without following them. This results in good reliable contact pressure when springs "make".

The IRON ASSEMBLY serves many purposes. Firstly, it acts as a mounting frame for all components, secondly, iron, being over 1000 times

better than air for conducting magnetic flux, ensures that the magnetism is at maximum strength. Thirdly, the knife-edged hinge and moving armature provide the mechanism for lifting the lever springs when the coil assembly is energised.

At this stage, it is worth pointing out one small but quite important feature of the 3000 type relay. In the centre of the armature, you will find either a fixed copper stud, or a small nickel-plated brass cheese head screw, locked by a nut. These are known as the residual stud or screw respectively. Both are intended to stop the armature from being pulled all of the way to the coil core face. In such a position, there is a possibility that the "residual" magnetism (which remains in a magnetic circuit after the current has ceased to flow) could hold the armature in the operated position.

One can assume from this that it takes a lot less magnetism to hold a relay in the operated position than it took to operate it. We make use of this fact in a later article on signal release by trains.

A new railway

by Jim Scott

Prior to the 1973 Model Railway Exhibition held at Melbourne a decision had been made to build a new layout. As narrow gauge was to be continued, several visits to the local and State Libraries were made and also to the bookshops. Any information regarding narrow gauge was carefully scrutinised and finally two prototype railways were chosen. "The Lynton and Barnstaple Railway" and "The Campbeltown and Machrinhanish Light Railway".

These railways had used Locos and Rolling Stock similar to the models as supplied by Liliput. A history had also been written about both of these Railways and both books were available. Finally the Lynton and Barnstaple Railway was chosen.

A scale drawing was now produced of the space available for the railway (in this instance, the spare bedroom).

Sketched onto this were the baseboards, these were laid out to suit the location, and the operating space was also checked. Everything was now ready to commence the actual planning of the layout.

At the turn of the century, Lynton and Lynmouth in North Devon, England, began their growth as tourist centres, and this growth led to the demand for improved communications with the rest of the country. By 1874 the London and South Western Railway, with through trains from London to Barnstaple, extended its line to Ilfracoombe, and the Great Western Railway had extended its line to Minehead. By which time Lynton and Lynmouth were framed on three sides by railway services and the sea to the north, yet the residents were still some twenty miles from their nearest station.

On the 19th March, 1895 the Lynton and Barnstaple Railway Bill was passed, and the construction of the line commenced. During this time the Great Western Railway proposed to build a line from Minehead to Lynmouth, but this proposal came to an end, as not being feasible. On the 14th March, 1898, the first train consisting of a Loco and one coach ran through to Lynton. The Great Western Railway now made a further proposal for a two foot gauge railway to start alongside the G.W.R. Station at Minehead, run to Porlock and then to a Terminus at the Tors at Lynmouth. But owing to opposition from the Lynton and Barnstaple Railway and also the London and South Western Railway, the proposition was shelved. So the Lynton and Barnstaple Railway continued to serve the people of North Devon.

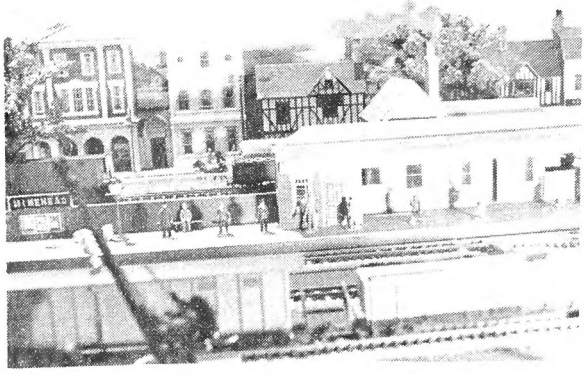
This then was the setting for the new layout. It was to be Great Western and to run from Minehead to Lynmouth via Porlock, it was to be the line that was never built.

The baseboards were built in the normal manner. 4 mm pyneboard was used, with the gentle slopes of Exmoor formed of paper mache and polyfilla.

Board No. 1 is the Minehead station area, this station was carefully designed to cater for the type of traffic which was thought to be available, and we found that the book "The Lynton and Barnstaple Railway", published by David & Charles had a tremendous wealth of information to guide us. The scenery has been

erected to give the impression of a busy town, at the back of the board we have a row of semi-relief superquick kits, then we have "Station Road" and then the station yard.

The layout includes four stations. Minehead, Porlock and Lynmouth. A further extension is planned for the future. This will be a junction with the standard gauge and will consist of a Bay Platform, run around loop, goods transfer siding, together with a portion of standard gauge. This station will be known as Minehead Junction and will be a duplicate of the London and South Western Railway station "Barnstaple Town".



In the yard we have one siding serving a goods shed for general merchandise, and also two private sidings. One for the Minehead Co-op. Society warehouse, and one for Smedleys Produce Canners. The station has one platform which receives all trains. Two roads for the Engine Shed with a coal stage and water tower.

Board No. 2 contains Porlock and its environments. Porlock is a replica of Bratten Flemming on the L. & B.R. The scenic detail has been confined between bridges 38 and 39. These are the two road bridges crossing the line at each end of the station. Porlock station has two platforms, the Down platform intersected by the goods siding, as the goods yard is situated on a hill. All the station buildings are on the Up platform whence a path leads to the nearby lane and village.

Board No. 3 is the scenic feature of the layout. The Lynton and Barnstaple railway crosses the valley south of Chelfham on the Chelfham Viaduct. This is a massive structure of eight arches standing 70 ft. above the valley floor. On our model layout our route takes us along the coast and over the Heddon River, so we have our own "Heddon Viaduct" which also has eight arches and stands 70 ft. above the valley floor.

The terminus of the line is on the last board, and Lynmouth is a replica of Lynton on the L. & B.R. Lynmouth station is laid out in keeping with its importance as a terminus. There is a large goods shed and goods offices and a running shed for one Loco. There are two platform roads, the Main and the Bay.

The station buildings at Porlock and Lynmouth are the Trix building kits, used because of their similarity to the original buildings on the L. & B.R. which were built of stone. The line is signalled using lower quadrant and they are sited as they existed in 1898-1920.

Through-out the planning and building of the layout, careful attention has been given to the siting and building of the line. Photographs were studied and where possible a replica has been reproduced, on the Lynmouth and Minehead Railway.

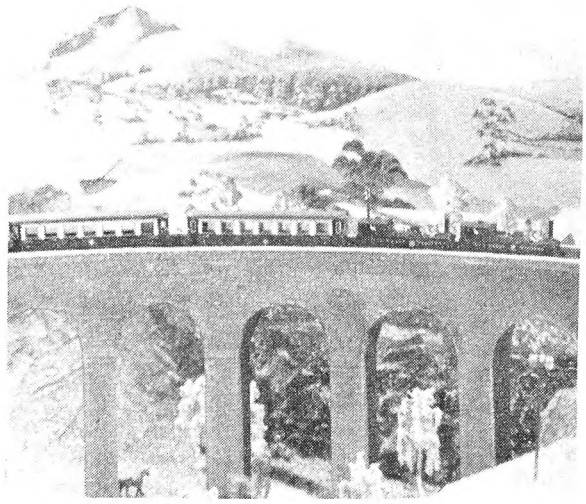
The rolling stock are all Lilliput HON2½. The locos and coaches have been repainted in Great Western colours and all numbered in the L. & B.R. range.

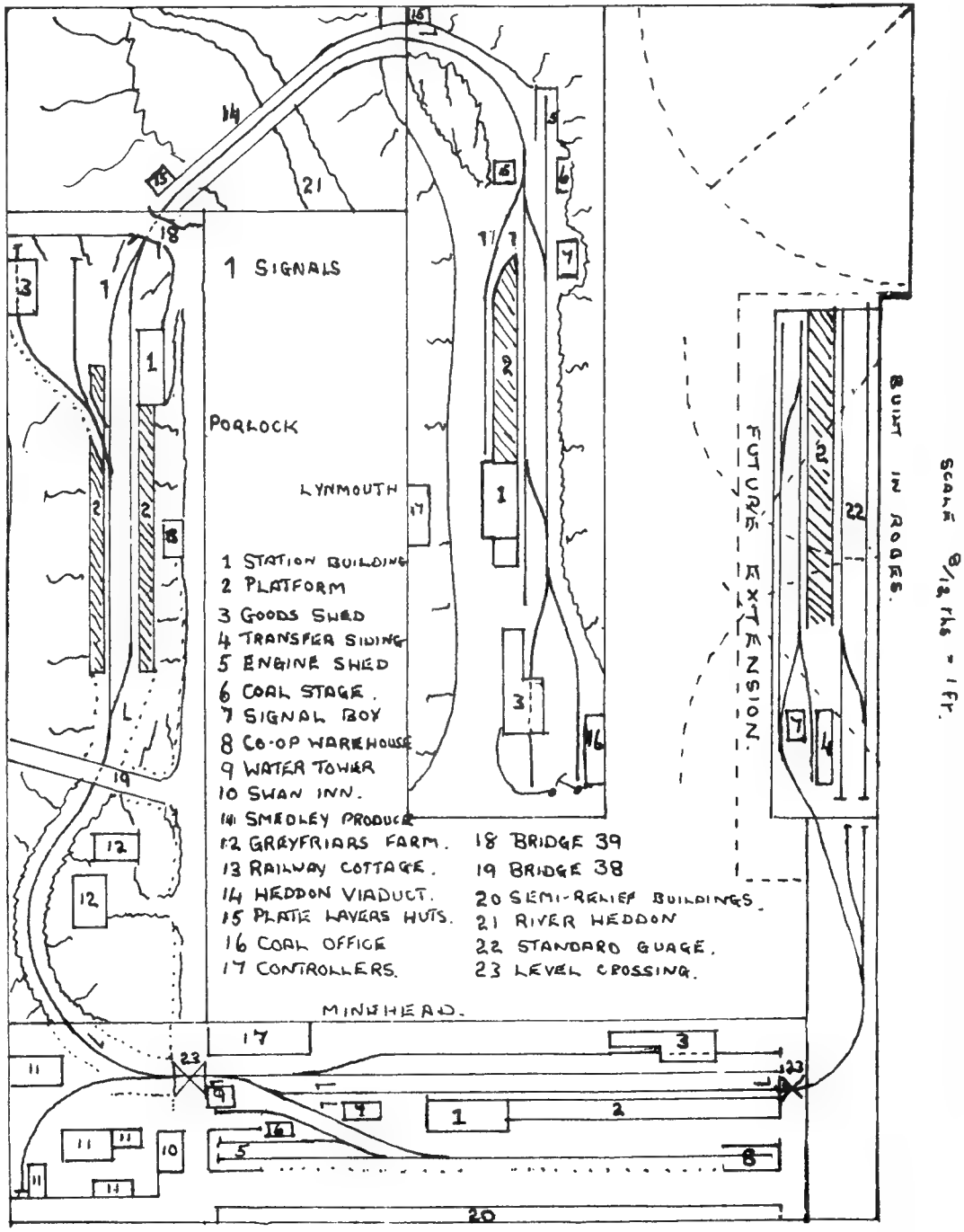
The traffic on the line covers six trains daily, up and down. Made up as follows: —

Train No. 1	Mixed	Up and Down
Train No. 2	Mixed	Up and Down
Train No. 3	Passenger	Up and Down
Train No. 4	Goods	Up and Down
Train No. 5	Passenger	Up and Down
Train No. 6	Mixed	Up and Down

Train No. 4 Goods Up only when required, if not required pilots No. 5 up.

Goods traffic consists of heavy coal traffic, also fruit, preserves, agriculture and local boating requirements.



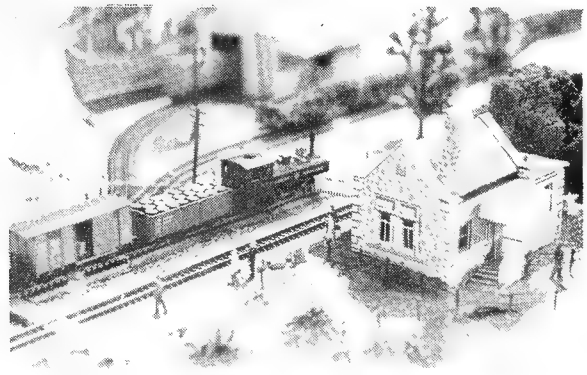


The marks show the joints between each section which consist of the track proper, plus abut 3" of scenery either side. Sections are held together by a pair of hooks and eyes and by the fishplates on the end of rails — all sections are interchangeable.

The layout is controlled by two Codar Tec 20 Controllers. The Streets, Buildings and Stations all light up. The track and points are again Graham Farish Liveway.

Here we must express our thanks to the Model Shops who have received us with patience in our search for particular items. At all times we have been received with courtesy and rendered all assistance in obtaining the articles we required.

In conclusion, in building this layout, delving into the pages of our Railway History, or reminiscing with my wife as we both know the North Devon area, we have once again received the utmost pleasure from our hobby.



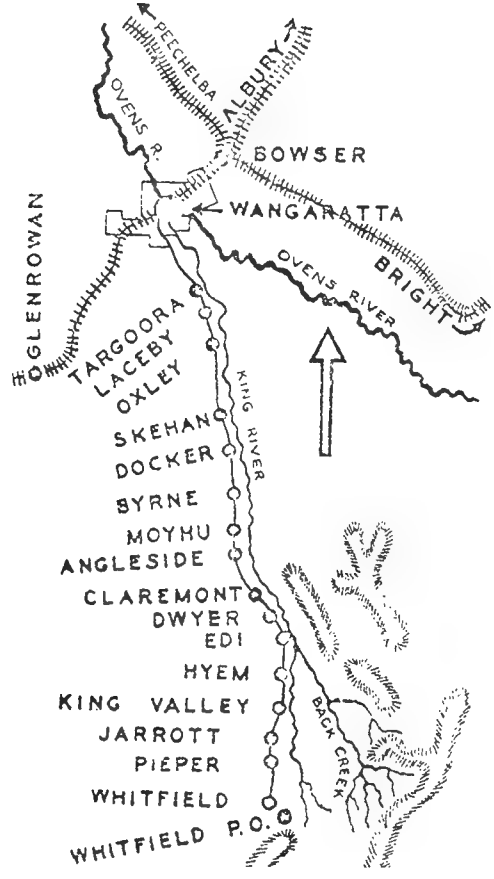
WANGARATTA — WHITFIELD

by Lance J. Perrin

In 1898 the Baldwin Locomotive Works of Philadelphia, U.S.A. constructed two small 2-6-2 outside framed tank engines to work the Victorian Railways first narrow gauge line. The first loco delivered was a two cylinder simple type, and the second a four cylinder Vanelain compound, the machines being similar in all other constructional details. They were subsequently given the classification "NA" by the V.R. and received road numbers 1A and 2A.

The Wangaratta-Whitfield 2′ 6″ gauge line opened for traffic on 14th March, 1899, freight being handled in thirty steel low sided gondolas built at Newport Workshops during 1898. V.R. narrow gauge rolling stock has always been equipped with bogies, and this, linked with open platform passenger cars, "chopper" type couplers (later changed to knuckles) and other details tended to give a slight American flavour to the vehicles, as against the obvious British influence evident in usual V.R. design.

During 1899, a composite passenger/brake vehicle classed 'NBC' was introduced, as well as "NM" (cattle car) "NT" (refrigerator car) and "NB" (open platform passenger car). This rolling stock became standard pattern for the other V.R. narrow gauge lines and will be described in some detail in later instalments dealing with the Upper Ferntree Gully — Gembrook system. The line under discussion ran for 30¼ miles through the almost flat King Valley district and was therefore easily graded. Much passenger traffic was handled in the early years, especially during athletic meetings at



Wangaratta, which resulted in crowded trains from Whitfield, the outer terminus. Freight carried normally consisted of firewood, timber, groceries, livestock, superphosphate, and the general requirements of an essentially farming population.

It is of interest to note that the narrow gauge track ran into Wangaratta broad gauge station by traversing the station parking area for some distance, eventually terminating under the station entrance awning. Thus passengers "changed gauge" under cover. This section of track, complete with bumping post, still exists in the roadway although in several places the rails have been covered with bitumen.

Up till 1928 at least three mixed trains weekly were run, but the advent of the motor car and gradual improvements to once almost impassable roads, spelt doom for the line, although at least until November, 1947, the service still consisted of two scheduled goods and five postal rail motor trips per week. This was reduced near the end to one weekly freight with passenger car attached. On weekdays the tiny four wheeled motor and trailer ran, usually once daily, between the two terminii, carrying mail and any passengers offering. This rather odd "train" was locally and affectionately dubbed "Spirits of Salts", and its sole passengers were often local children travelling to and from rural schools, almost anywhere along the grassy track. Maximum load for the line in its hey-day was 265 tons, although from early 1952 it was handicapped by extensive bushfire damage to timber trestles beyond Moyhu, and the line then terminated at this station.

The official closure decision was made after an inspection revealed little justification for retention of the service, and the last goods ran on 6th October and the last railmotor trip on 10th October, 1953. So "Polly the Puffer" was silenced forever and its diminutive running mate, the "Spirits of Salts" will never again putter along the pastoral right of way.

NEPEAN SUB-BRANCH EXHIBITION

by Peter Rogers

Peter Rogers' Three Rail, 18′ x 3′ Hornby Dublo layout.

This layout was rehabilitated after years of service. It was thought that the youngsters should see what diecast and tinplate looked like, so all scale scenery, including buildings, was discarded.

Peter Rogers' 6′ x 4′ Diorama. This layout was originally built some years ago by the manufacturers of MRC Kits.

The train was running automatically, stopping at the station for 15 seconds, and then continuing round the circuit.

Keith Wilcox's 19′6″ x 3′ "Tailhem Valley Railway" HOn3 Layout.

This magnificent layout has been well described with diagrams and photographs by the builder, Jim Scott, in Journal 102.

THE A.M.R.A. STAND

With showing new chums how to get started, and selling back copies of Journal, the stand was kept very busy. We ran out of brochures and pamphlets, and had to get extra staff to answer the flood of questions.

RECORDINGS

Recordings and tapes of trains in action, together with a little soft music to put the crowd in the right atmosphere, were by courtesy of member Bert Harper.

PENRITH HOBBY CENTRE

Sales of models and kits exceeded all expectations, whilst sales of any book dealing with railway canna was exceptional.

ROSTER CLERK

George Reynolds did a sterling job to see that at no time was a layout unattended, yet also gave the exhibitors time out for a break, to see the other layouts, and to have a chat with the visitors. We were particularly grateful, as George also acted as Public Relations and Information Officer. Good show George.

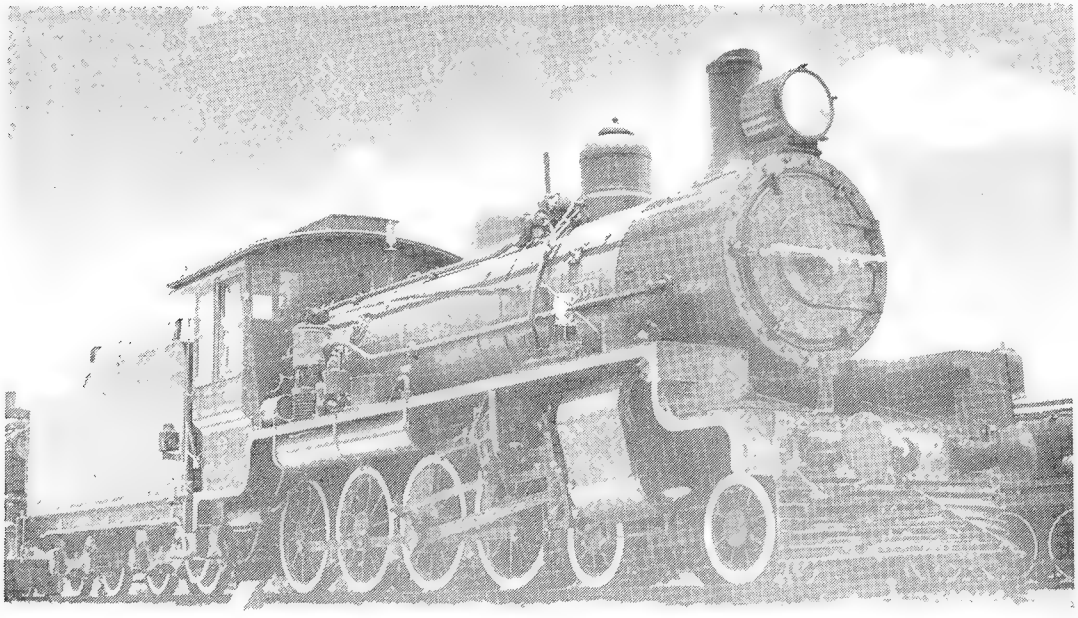
ORGANISER — Keith Wilcox

Keith of course, has had past experience at other exhibitions, but spending up to 10 hours without much chance to see his own exhibition, can hardly be a joyous task.

Let us place on record the names of those angels who prepared meals for the exhibitors, members and visitors. They were:- Ann Ridge, Di Reynolds, Betty Kendall, Marcia Bowman, Leah Sargent and Mavis Heath.

It was pleasing to see so many visitors from other clubs. We were very pleased to see members of the newly formed Goulburn Club, who have commenced operations in the Goulburn Railway Institute.

This concludes my report, and to all those who assisted by their help and attendance we say "Thank you and come again".



Redbank Museum Adelaide, C17 Class. Photo taken December, 1973.

A.M.R.A. MERITORIOUS AWARDS

Ivo Bunker
Bob Gorrell
Alan Dowel
Stephen Suggit
Rex Little
Norm Read
Jack Treseder
Mal Baker
John Sneddon
John Dunn
Graham Larmour
Ken Down
David Ellis

ALONG THE TINPLATE TRACK

by B. Boydell

At the turn of the century No. 2 or 2 inch gauge was very popular in America when a young engineer, Lionel Corvan, decided to enter the trade. He reasoned that if he made models to a bigger gauge they could be built more robustly. He used 2⅞ inch gauge which did not prove popular. He then brought out another series of models which were designed for No. 2 or 2 inch gauge.

However due to a mistake in the tool room during tooling, the track was turned out 2⅛ inch gauge. It was decided to go ahead and use this. It proved very popular, and right up to the last war was used a lot in America. In fact it supplanted No. 2 gauge completely within a few years of its introduction.

It was purely an American gauge and found its introduction through a mistake. It was never popular outside America.

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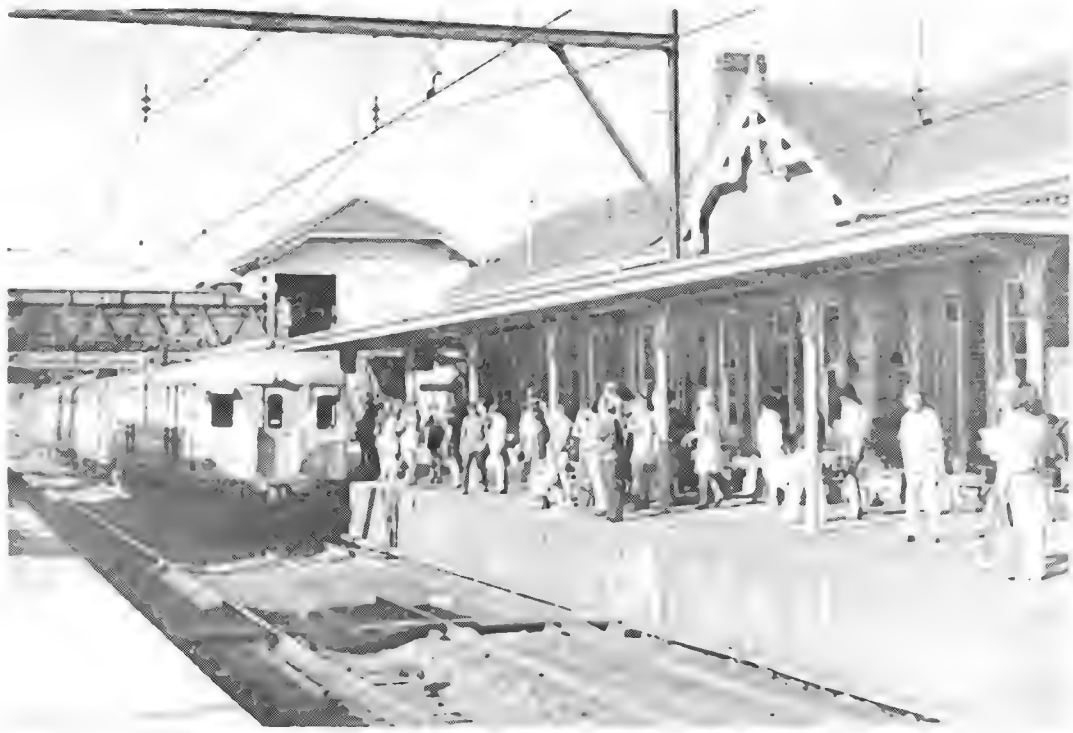
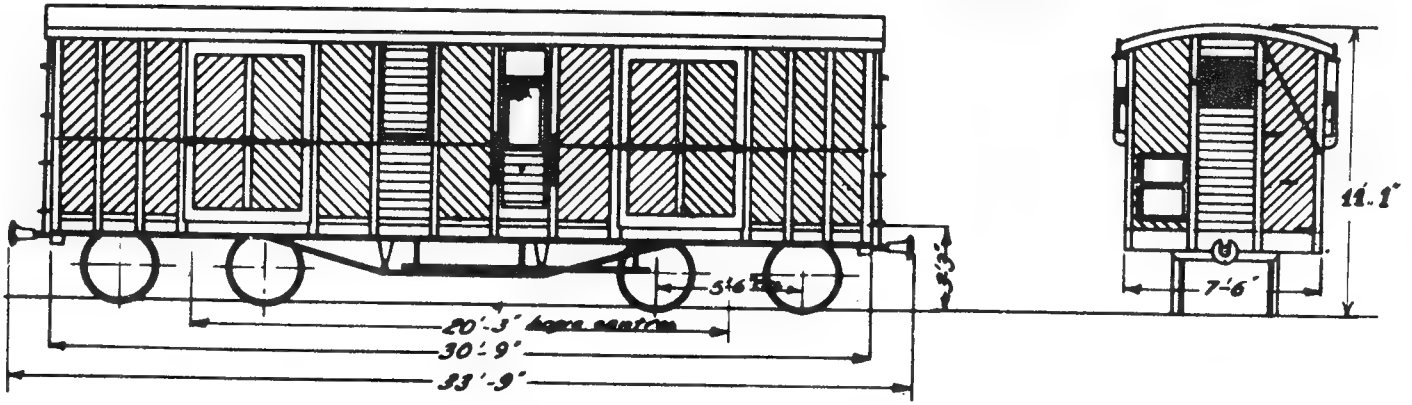


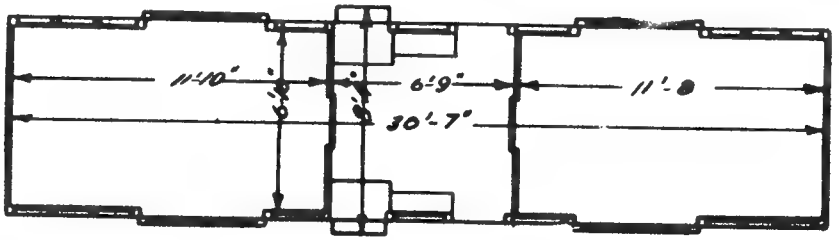
Liverpool, N S W , as a Sydney bound communtor trains pulls in December, 1973 Points for the modeller to note are the elaborate woodwork around the gable, and the cast iron columns Also note the stance of the passengers. With one or two exceptions they are all looking in the direction of the oncoming trains.

Photo Jack Parker

MIDLAND RAILWAY OF WESTERN AUSTRALIA

M.R.W.A. BRAKE VAN





Class	Tare T	Tare C	Tare Q	Load T	Load C	Load Q	System of Lighting	Brake
R170	22	0	3	10	-	-	——	Hand and Vacuum

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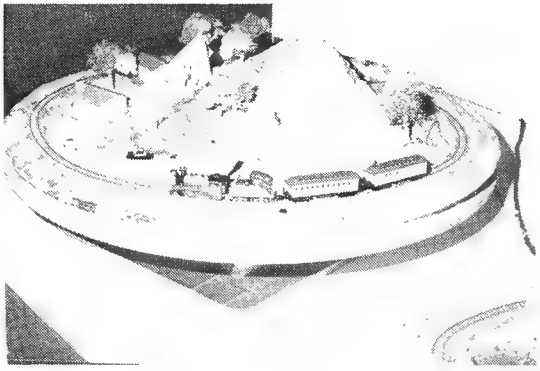
1304 arrives at Stanwell Park with a Down All Stations Passenger Train on the Model Workshops HO Layout. At the 1973 A.M.R.A. Sydney Exhibition. The Station Buildings were scratch built by Ian Thorpe, while 1304 was scratch built by Ken Foran. Photo: A. Templeman.

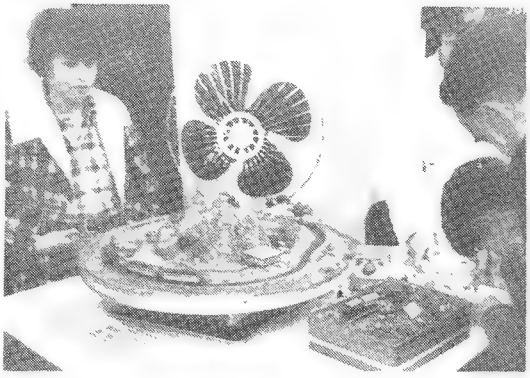
N.S.W. BRANCH EXHIBITION

By Jack Parker.

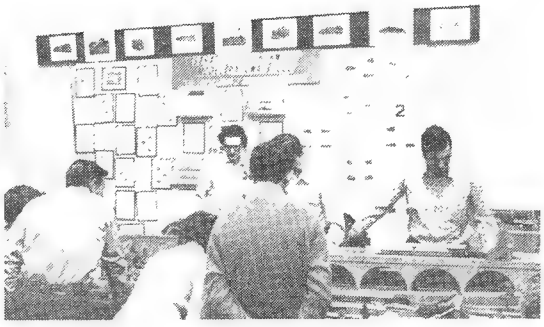
Photos by Rex Little and Jack Parker.

The 1974 Exhibition, was held in the Lower Town Hall, Sydney, on October 5th, 6th and 7th, and was highlighted by the large number of excellent operating lay-outs.





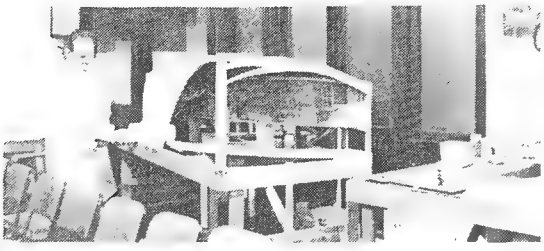
Stand 1. A.M.R.A. N.S.W. Branch Ladies Auxiliary featured were June Larmour's biscuit tin lay-out, and lay-out on a bicycle wheel.



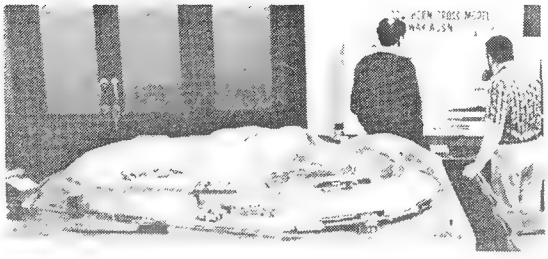
Stand 2. Strathfield/Burwood Model Railway Club. This was a Hornby lay-out with plenty of action, and a display of posters and postage stamps with a railway motif.

Stand 3. Des Brien is the agent for Pro-type kits, and had a good range on display.

Stand 4. The Southern Railway Modellers. This was a well detailed '00' lay-out based on the English Southern Railway. Timetable operation was demonstrated.

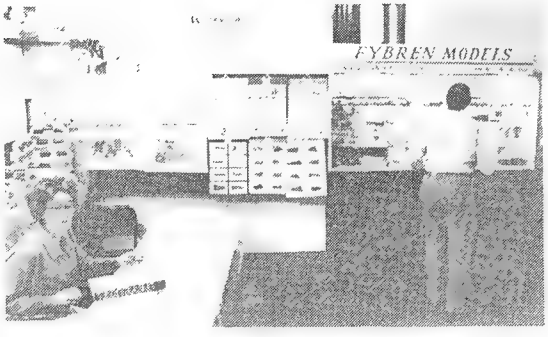


Stand 5. Here John Dunn conducted his ever popular scenery demonstration.



Stand 7. Southern Cross Model Railway Association. Working HO layout of U.S.A. prototype, and display of local and U.S.A. prototype trains.

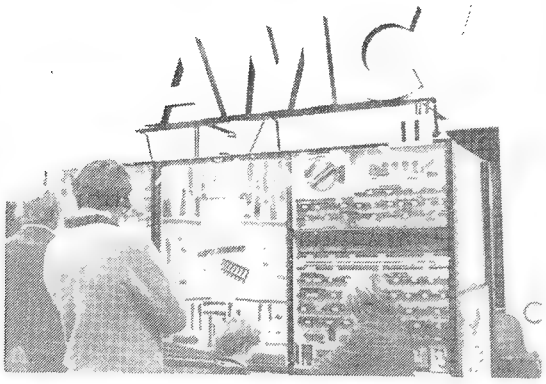
Stand 6. Cliff Searles. Display of kits and train sets.



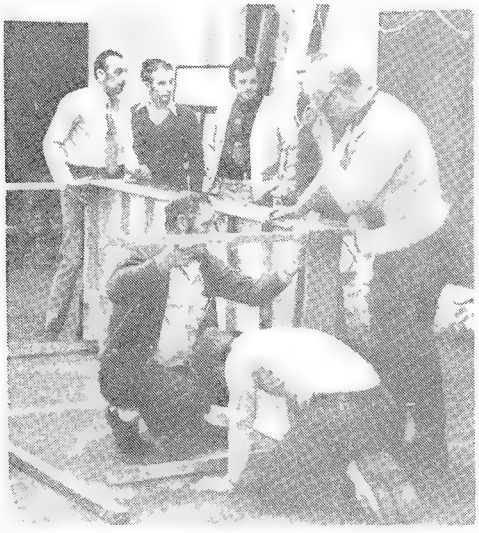
Stand 8. Fybren Models. A colourful range of posters was displayed, together with 'O' HO, and N gauge equipment.

Part of the crowd awaiting admission to the Sydney exhibition, 1974.

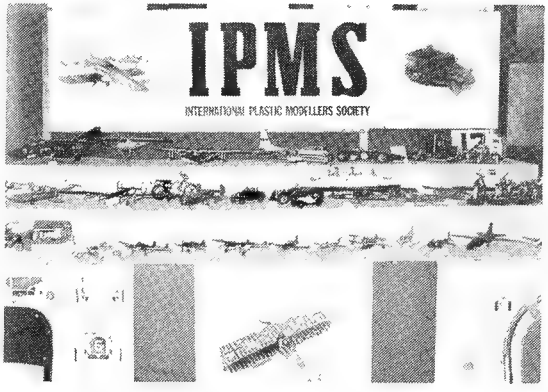
Stand 9. Here the Ladies Auxiliary ran a nibble bar.



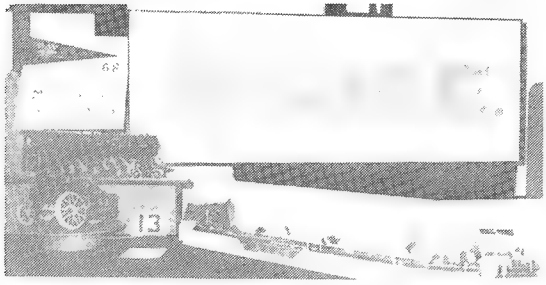
Stand 11. Australian Model Craft. A range of commercially available equipment was on display, including scratchbuilders parts.



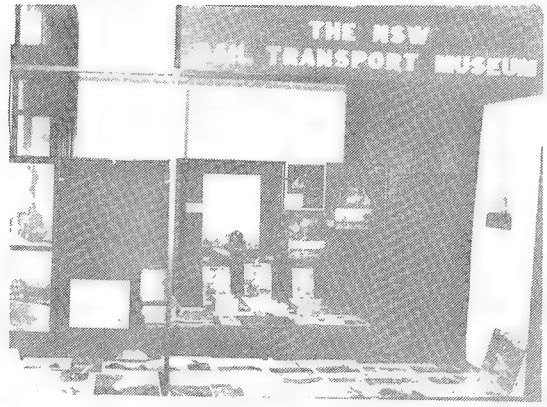
Stand 10. A.M.R.A. Victorian Branch. Displayed were scratch built models of Victoria's trains, and four working layouts. There was an automatic Marklin layout, a novelty zoo layout, N gauge, and HOn2½.



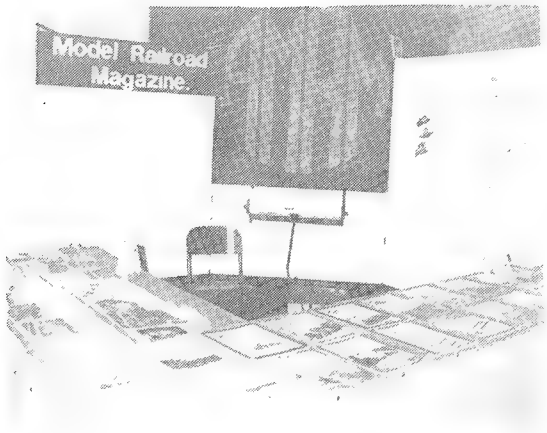
Stand 12. International Plastic Modellers Society. A display of assembled kits of aircraft, ships and cars, was shown here.



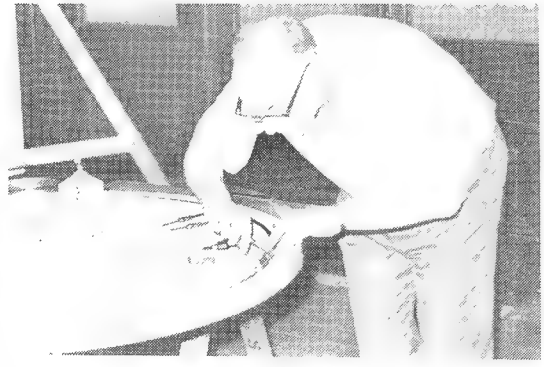
Stand 13. Sydney Society of Model Engineers. Display of models and a small HO layout of N.S.W. prototype.



Stand 14. N.S.W. Rail Transport Museum. Books were available here and records were played.



Stand 15. A.M.R.M. Magazine. Display of back issues. The Current issue was on sale.



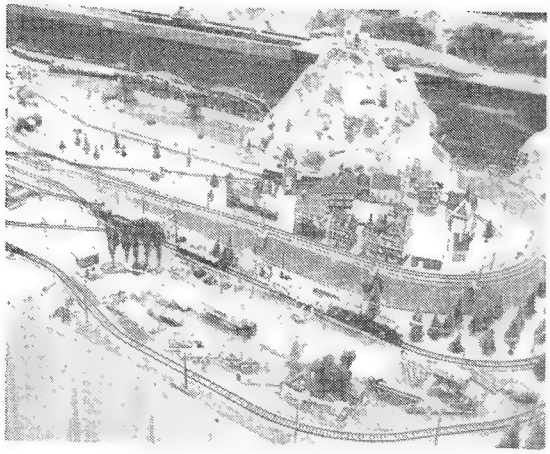
Stand 16. Arthur Sherwood gave demonstrations of his 1:240 scale live steam locomotives.

Stand 17. New South Wales Model Railway Club. A good looking HO layout of N.S.W. prototype. Featured was a working coal loader.

Stand 18. —

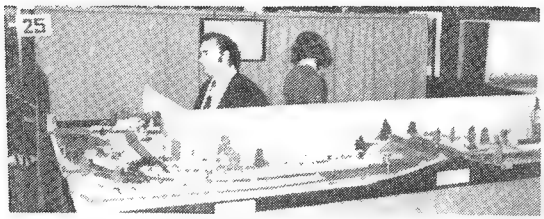
Stand 19. A.M.R.A. Information Stand. Back issues of Journal were available and some scratch built models of Queensland prototype were provided for display by the Queensland Branch.

Stand 20. Australian Railway Historical Society. Slides were shown, books and magazines were available.



Stand 21. Alan Sebesfri's HO Marklin Layout. This showed what can be done using commercial equipment.

Stand 23. Sydney N Gauge Model Railway Club. Showed a small N gauge layout with display of models.

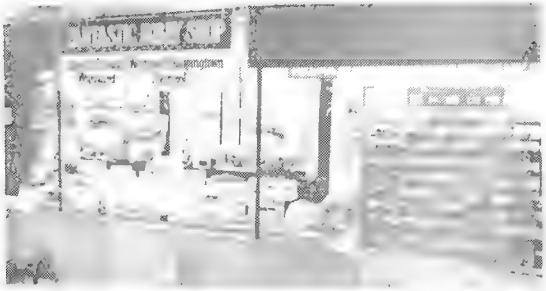


Stand 25. Hurstville Model Railway Club. Very well detailed HO N.S.W. prototype layout.

Stand 22. Prospect Model Railway Club. HO, U.S.A. prototype layout, featuring mountain scenery.

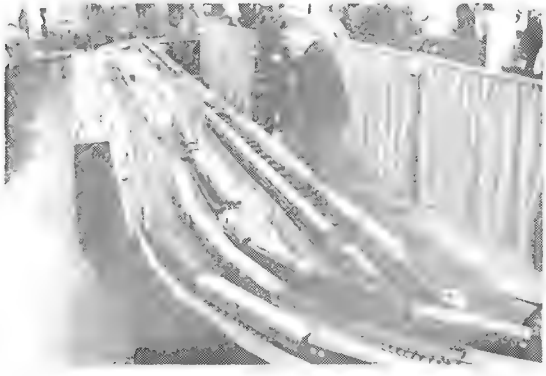
Stand 24. Australian Electric Traction Association. Small working 'I' gauge layout, with a display of traction models in various scales.

Stand 26. North Shore Railway Modellers Association. A "protofour" layout based on British prototype. An eye-opener for those who like detailed hand-built trackwork.



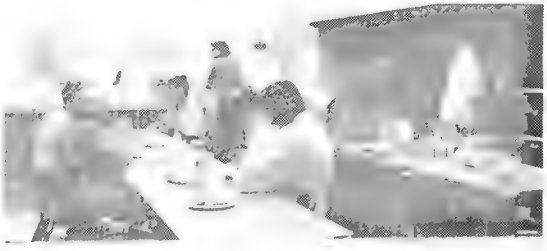
Stand 27. Fantastic Hobbies. A range of kits, train sets etc., on display.

Stand 28. Newcastle N gauge Model Railway Club. N gauge layout with six "U Drive" circuits.



Stand 30. Norm Read and Col Shepherd ran their magnificent 'O' gauge layout — a favorite with everyone.

Stand 29. Illawarra Model Railway Club. Here was shown a 'coffee table' layout based on the Victorian "Puffing Billy" railway, and a diorama showing the Hammersley Iron ore trains.



IN MEMORIAM

J. C. Bucknall of Cohuna, and Allan Watters of Jannali, passed away during 1974.

I have just learned that Broughten Boydell's home in Gibson WA, was destroyed in a fire on 7th October, 1974. Broughten only managed to save the suit he was wearing, so all his books, magazines, tools, models etc., are completely destroyed. On behalf of the members I would like to extend to Broughten and his wife the sympathy of all members.

Rex Little, Editor

IS IT REALLY A MODEL RAILWAY?

WHAT IS A MODEL?

by E. G. Watson

It is important to establish this point, for it will then allow us to recognise a non-model. In these articles I will be dealing only with non-model track designs and operations, leaving rolling stock to those more expert than myself.

Any definition of a model must include the fact that it is a reproduction in miniature of some already existing object. (In the context of these articles a railway system or parts thereof.)

To be a model the BASIC CHARACTERISTICS of the original MUST be included.

If they are not we do not have a model of the original.

Unless we do recognise this, we could: —

1. Fail to recognise the defects in many published plans and photos of layouts, which take them out of the category 'MODEL' with which they are labelled.
2. If we repeat the errors of such layouts on our own, we will be disappointed, and lose much of the real interest and enjoyment of our hobby.
3. We could be led into making claims for our layouts that cannot be validated.

COMPROMISE (which means using some common sense).

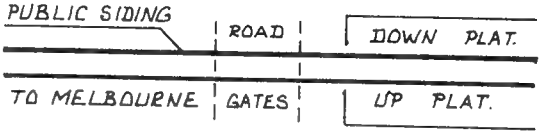
Much of Model Railways is compromise, and without it the hobby would be barred to most of us for space reasons, if not cost. For example, if we were to do a scale model of a platform 400 feet long, in HO/OO it would be about 5 feet 6 inches long.

A mile of track (HO/OO) would be 68 feet 4 inches. To make an accurate scale model of our local station, I would need a base board about 150 feet x 12 feet.

So we compromise on size. However while a recognisable model of the local station can be made in the smaller size, the **BASIC CHARACTERISTICS MUST BE REPRODUCED.**

This seems simple enough, but there is a small trap for the uninitiated. One basic characteristic is the Public Siding. These are set out and operated in a specific way (see my articles or the subject). Unless the siding was set out and operated as such, it would not be MODEL. This point is of no great importance UNLESS we are going to claim to be modelling a specific section of already existing track. The solution is quite simple. If we cannot reproduce some basic characteristic, but the result suits us, change the place name.

CLAYTON VIC.



THIS IS NOW CONSIDERABLY CHANGED.

FIG. 1.

We are then "freelance", building to our own design. This does not mean anything goes if we are to claim to have a MODEL RAILWAY. While it is hard to imagine anyone laying track that does not look like track, if we are going to operate a MODEL RAILWAY there are two things at least we cannot "freelance" — safe working, and operations. These points will be dealt with later.

The important thing here is that we at least know what a MODEL is, as will be seen in the next article. If we do, we part company with a lot of people who do not, but still claim to speak for "MODEL RALWAYS".

(to be continued)

WANTED TO BUY

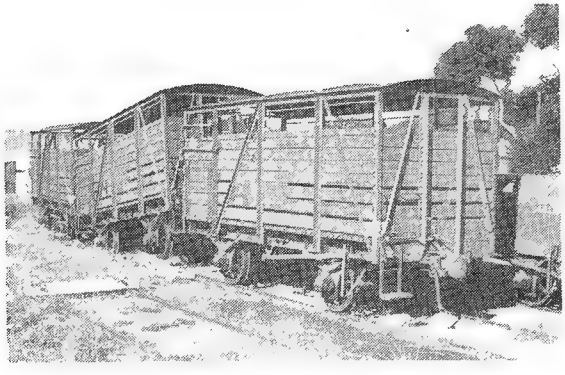
A book in good condition titled, "LOCOMOTIVES AT THE GROUPING", No. 3. L.M.S., by Casserly & Johnston.
Ian Allen Publications, 1966.
Please write stating price to Geoff Brown,
Flat 4, 157 Holmes Road,
Moonee Ponds, Vic. 3039

WANTED

To buy back copies of A.M.R.A. Journal Nos. 58, 59, 61, 62, 64, 65, 66, 67, 68, 70, 75. Bill Clow, 21 Carrington Ave., Mortdale, 2223. Phone (02) 579-6412.

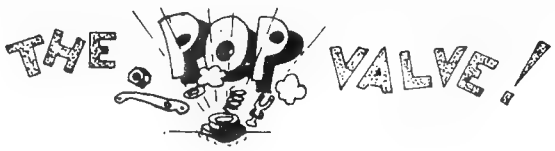
3009 arrives at Nowra with a Down Goods on the HO Layout of Alan Templeman.

Photo: A. Templeman.



They do it too — Bendigo, December, 1970.

Photo: J. Parker.



FOR
READER'S LETTERS

The Editor,
A.M.R.A. Journal

Dear Sir,

I would like to thank Greg O'Flynn for his article "Both Sides of the Line" Journal July-August, 1974. I model this area myself and I would like to inform Greg that there is a very good book for the price of $5.25 (1970) by the Victorian Division of the Australian Railway Historical Society "The Portland Railway". The author is Keith W. Turton and the book covers "Both Sides of the Line".

In the second part of this letter I would like to combine Ern Raddatz article Pop Valve July-August, 1974, and your Editorial "Journal Finance" May-June, 1974. Both my wife and I are members of A.M.R.A. Vic. Branch and because we live at Upper Thomson we receive our Journals by post.

As I work six days a week and live 100 miles N.E. of Melbourne I am unable to patronize a hobby shop to see what is new on the shelves. This is one of the reasons why I subscribe to Australian Model Craft's "Model Railway Newsletter".

Newsletter carries a price tag of 20c, where Journal displays a 30c now 45c price tag. Journal has 32 pages including cover, where Newsletter has only 24 pages including cover. Newsletter is a little larger in surface area, and I think Newsletter makes a better use of the space available. The paper used in Newsletter is a cheaper paper than Journal but Victoria's Fabulous "R" Class looks just as well in both Journal, July-August, 1974 and Newsletter, March. 1974.

Both magazines contain an Editorial, Letters to the Editor, News from different Clubs and Associations, as well as advertising. The projects are of the same content per issue, but there are 9 Newsletters a year and only 6 Journals! Being a member of A.M.R.A. it is nice to know who is winning the Modelling Competitions and the standard of the Modelling.

Living in the country makes it impossible to attend Branch meetings, and as far as I am concerned Ern Raddatz put forward a few good ideas. The Newsletter Round-Robin could contain plans and details of projects carried out by the Scratch Builders. Model Railway Newsletter April, 1974 has a photograph of Rex Little casting with Plastibond. Ideas like this could be published in Journal or in the Newsletter Ern makes reference to.

The idea of a Special Branch Meeting on a Sunday, maybe once or twice a year, is an excellent idea. Perhaps the models that have won competitions during the year could be on display. Also a scratch building display by the scratch building section, and possibly some Kits could be on display.

The only think wrong with Ern Raddatz's suggestion is that it means more work for the C.O.M. I am sure the Editor would be interested to hear ideas from other country members, so please write and add your suggestions to Ern Raddatz and then the committee might have a few ideas to build from.

I would also like to thank the members of the Greensborough Sub-Branch who keep me up to date when I see them.

In the earlier paragraph I am not criticizing the Journal, but comparing it with a similar magazine, which someone is able to produce more cheaply.

Keep up the good work, Rex.

ROY WAIXEL

The Editor,
A.M.R.A. Journal

Dear Rex,

I was reading Ron Cunningham's letter about Slay engines. I am a member of several different societies of Steam Locomotives and have just sent away for "The State Railways of N.S.W.", which may be of interest to him. The book is available at $8.40 plus 60c post from A.R.H.S. Publications, P.O. Box E129, St. James, N.S.W. 2000.

"Roundhouse", February '74, contains some photographs of Slay locos. and stock, and is available from the Rail Transport Museum, Enfield, Sydney. The photos and story deal with the Wolga Valley in the Blue Mountains.

As you can see my interest is in preserving steam. I am a member of A.M.R.A., Rail Transport Museum, Railway Historical Society and Puffing Billy Preservation Society, and I model in H.O. at the moment.

Yours sincerely,
Mrs. S. Hicks

The Editor,
A.M.R.A. Journal

Dear Rex,

The suggestions for better communication between Branches and members outlined by Ern. Raddatz in Pop Valve, July/August Journal, and the editorial in January/February Journal, appear to overlook two important aspects —

1. Branches are formed to provide social meetings of financial members of the Association in capital cities, to foster the aims of the Association, and to encourage visitors to join the Association. The linking together of members and keeping them abreast of Association news would appear to be one of the objects of the Federal C.O.M.

2. Branches have no call on Federal funds, nor can they impose a levy on members, or collect a joining or annual fee. Other than this, Branches are free to raise finance, and so be self supporting. To enable funds to be raised, Branches should be fully autonomous and the Branch be registered with the Federal Committee.

Because of the greater concentration of members, the State Branch is required to be centered in the metropolitan area of the State concerned. To cater for people outside this area Sub Branches may be formed. Whilst the Constitution grants this right to the metropolitan members it could be that the Association would be better served if the term State Branch was deleted from the Constitution, and a Branch could then be formed in any area where there was sufficient numbers to warrant its formation. In this way members would be better catered for, and the country or outer suburban members could arrange their own activities under the Federal Body's jurisdiction.

In view of the financial position, in which Branches are placed by the Constitution, the printing and mailing of a Newsletter would impose a further burden on their limited fund raising avenues. The major proportion of member's subscriptions is spent on the publication of Journal, and if members are prepared to write articles for a newsletter, surely the Association would be better served if these articles were submitted to the editor of Journal rather than forming the basis of a limited circulation newsletter. If more authors could be found, perhaps Journal would become a monthly publication, and if the date of issue was strictly adhered to, the question of members not being kept up to date would not arise. Ern's other suggestion regarding Branch meetings on weekends, or an annual convention, would fill a definite need in the hobby, for in this way members who may feel neglected because they cannot participate in Branch functions, and so lose interest in the Association, will have the opportunity of joining in club activities. Personally, I still feel that most suburban members are in a position to attend some Branch meetings, but if the desire is not there, then when asked why they do not come along, an excuse can be found. The Victorian Branch C.O.M. are doing something about gaining the interest of members, and their proposals will be outlined in Branch Notes.

Yours sincerely,
John J. Harry

The Editor,
A.M.R.A. Journal

Dear Rex,

Norm Read in the latest Journal remarks on being asked what D.E. stands for. There is a book recently published that may interest many, titled Our Australian Diesel Locomotive Pocketbook. published by A.R.H.S. Publications, P.O. Box E129, St. James, N.S.W., 2000, priced $3.90 including postage.

It contains 152 pages and 121 photos of diesel locomotives. It gives a brief history of dieselisation, a picture of each model used in Australia and by whom operated, engine and motor specifications, and brief dimensions, road numbers and special features.

Anyone who thinks all diesels are the same certainly needs this book and those who know enough to know otherwise will certainly find a lot of interest in it.

Yours sincerely,
BROUGHTON BOYDELL.

The Editor,
A.M.R.A. Journal

Dear Rex,

As a member of A.M.R.A. I am pleased to see an ex member has come back to tell us why he is now an "ex" and also that his letter should be published.

While there is much I do agree with there is much I do not quite agree with.

I wholeheartedly endorse. Ern's remarks re notification, as I always receive notice after meetings due to the length of time they take to reach me. When this happens a few times you just do not worry to check them, and then miss what you may have been interested in.

The problem goes beyond this. Twice in the last twelve months I have replied to advertisements in our Australian contemporary magazine, and in each case have been advised that because of the lapse of time between when the advertisement was lodged and its appearance in print, the goods were no longer stocked.

We see bargains available till such a date but rarely do we receive an Australian Journal before the expiry date has passed. As against this I have on a number of occasions got an English Journal and been able to take advantage of the concessions. Why worry about the Australian goods or agents?

Australian Model Craft do put out an excellent Newsletter which keeps you right up to date on their goods and I would recommend it to any country member especially if he is interested in 4MM or under. There is limited O gauge in it.

Now that brings me right back to Ern's letter when he asks how do branches communicate. Our lines of communication seem to be breaking down completely.

It takes longer to print articles, postage is much slower which means the branches and our members are getting further apart.

The newsletter is an excellent idea if it could be done and done quickly, but let them be "chatty" or informal. Formal letters are too cold and do not break the ice.

Round-Robins I have doubts of and I believe Dick Gutteridge with Murray Valley Branch found the same thing. They get to one person who fails to send them on. However Ern claims he belonged to one which worked for a camera club. And I think they could be successful if all members had the

same interest and I would suggest that is why he was in a successful one. There are those who wish to buy their models and concentrate on scenery and those with no interest in scenery but scratch build everything. A Round-Robin covering a particular gauge or interest could be successful.

Somehow there has to be better communication between members but I do feel far better use could be made of Journal by both branches and the A.G.M. to let all know what is going on. I also feel many members themselves could make better use of Journal through Pop Valve to solve any of their worries. The answers may even lead to an article that could interest many more.

Yours sincerely,
BROUGHTON BOYDELL.

NOTICE

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BRANCH NOTES

QUEENSLAND BRANCH REPORT

The August meeting was hosted by Greg Gabb. After the formal meeting, Greg produced an excellent model of a NSW garratt, and explained points of its construction. This is his first scratch built loco, and is certainly a credit to him. Many experienced modellers would be daunted by such a project.

The September meeting was the remote little place in the outer northern suburbs called Arana Hills. Those who undertook the safari were rewarded by a demonstration of weathering a wagon by Rodger Kershaw. And what a wagon! A petrol bomb by Jim Bilby in 1n3½ scale. We adjourned to view the running of Rodger's NSW lay-out which was recently featured in the AMRM. The trains performed well, except for a 38 class which was skilfully put into the ballast by a person who shall remain nameless. We were also treated to seeing a smoking (?) 0-4-0 making an attempt on the land speed record.

The auction of September 7th was again a success. This is always an open affair, and once again a large crowd gathered at Clayfield. Practically all of the items offered were sold, and this, together with the soft drinks on sale, returned us a welcome amount of commission for the Branch funds. Thanks to all those who participated in the running of the auction and made it an enjoyable day.

During September the branch participated in the ARHS Field Day, at the Redbank Loco Museum, by providing a display of Queensland models in various scales. Steam and diesel locos, and an extensive variety of rolling stock was shown. The 1n3½ Brisbane electric coach of Jim Bilby attracted considerable interest.

The Branch is holding a barbecue on Saturday 18th January. The members and their families who attended last year had a most enjoyable evening. The food and drinks (hopefully the ones with all the X's on the label) will be provided, but we ask you to bring your own meat for cooking, as I don't think our funds could stand the strain of buying this commodity. The model competitions will be held. The trophies are the Fenner Shield for the best model, the Harley Passenger Car Cup, and the Harley Freight Car Cup. The Venue is the home of Rodger Kershaw at 57 Bargo Street Arana Hills.

Contrary to items previously appearing in Branch Report regarding the Brisbane Hobby Exhibition, this function will not take place this year. Due to organizational problems the committee has decided to cancel the 1974 show.

The officers of the Queensland branch wish to take this opportunity to wish all AMRA members a Merry Christmas and a Prosperous New Year.

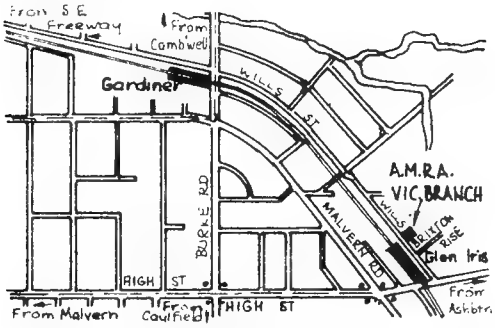
Jim Christie.

SOUTH AUSTRALIAN BRANCH

Although the South Australian Branch is not yet formed, the S.A. Representative is Wal Bennett, 6/42 Wright Street, Renown Park, Adelaide, 5008.

Back issues of Journals are available from the Registrar, 26 Napoleon Street, Rosebery, N.S.W., 2018. Price 30c per copy plus postage, 20c for one Journal and 10c for each additional Journal.

VICTORIA.



Meetings are held on the 2nd Thursday each month at "Tim Dunlop House", 92 Wills Street, Glen Iris, commencing at 8 p.m.

The suggestions put forward in "The Pop Valve" by Ern. Raddatz, regarding Branch meetings other than on a regular week night, were considered by the C.O.M., and it was decided to include a trial Saturday meeting in the current year syllabus. It is proposed that a special general meeting will be held at the Club Rooms on Saturday 1st March, to allow members who have no free time on the second Thursday to participate in a Branch meeting. In addition a Convention will be held at the Clubrooms over the Queen's Birthday weekend in June 1975 and it is hoped that Country and Interstate members will attend.

Those members who attended the 21st birthday celebrations will remember the organising genius of Mal. Baker, and we are very grateful that Mal has volunteered to organise the convention, for which it is hoped suburban members will be able to billet our visitors and so keep expenses to a minimum. Full details will be available early in the new year.

The agenda for the next three months is as follows:-

January 9th — Monthly meeting — will take the form of a running night on the H.O. Layout — Club rolling stock will be available, but members own equipment will be welcome.

February 1st — Crazy Whist at Clubrooms 8 p.m.

February 13th — Monthly meeting — Guest speaker — Famous Australian authoress Patsy Adam Smith. Don't miss this special night. Competition — Model of passenger car pre 1940 vintage.

March 1st — Special General Meeting at 2 p.m. Crazy Whist — 8 p.m.

March 7th, 8th, 9th, 10th, 13th — Annual exhibition at Camberwell Civic Centre. Monthly meeting — guest speaker — Allan Dowel — subject: Model railway electrics. Competition — photograph 1974 A.M.R.A. rail trip. Nominations for C.O.M. management elections close at this meeting.

A lot more work has to be put into the permanent layout if co-ordinator Noel Ryan's plans to have the layout ready for operations in the new year are to be realised.

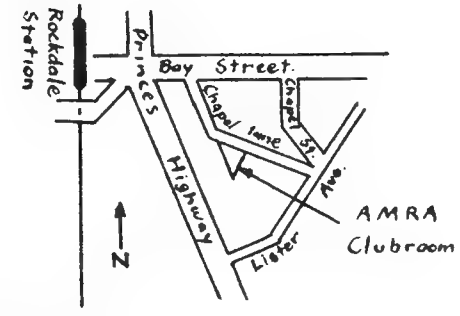
Working bees are held each Wednesday evening at 7.30 p.m. and if you have spare time offers of assistance will be greatly appreciated. The Exhibition organiser, Brian Chester, is also looking for volunteers for the many interesting tasks to be performed at Camberwell Civic Centre over the Moomba Weekend, so nominate the job you want to do and get your name on the roster board.

On Saturday afternoon, 14th December, the Ladies Auxiliary will hold the Children's Christmas Party at Tim Dunlop House, 92 Wills St., Glen Iris.

The Victorian Branch C.O.M. extend to all members the compliments of the festive season and happy modelling in the new year.

John J. Harry,
Hon. Secretary

NEW SOUTH WALES.



EXHIBITION

Well, another Sydney exhibition has come and gone, and those concerned with its running will doubtless now be recovering their sapped energies and frayed tempers. The exhibition was attended by a strong contingent from the Victorian Branch, and representatives from the Western Australian and Queensland Branches. This particular writer considers that the prime function of A.M.R.A. is communication, and when it is considered that our visitors are prepared to travel thousands of miles and help us run the exhibition, we can be very optimistic about A.M.R.A.'s future.

So many people are involved in running and organising the exhibition that it would be impossible to thank everybody, but I must particularly mention the Larmours, the Dunns, and especially the Durhams, who came from Western Australia.

This year the committee decided to make three awards, these to take the form of a small trophy awarded to —

1. The best private stand.
2. The best commercial stand.
3. The most popular lay-out. (This was determined by canvassing the patrons as they left the building).

The most popular lay-out turned out to be the 40' x 15' '0' gauge lay-out built and operated by Norm Read and Col Shepherd. If the voting in this competition indicates anything, it is that the public likes lay-outs that have plenty of constant action, so here's a tip for those that intend exhibiting next year — keep 'em moving chaps.

The judges had a very difficult task with the other two awards, finally deciding that the commercial award should go to Fantastic Hobbies. This stand was graced for most of the time by Captain Fantastic, who would not have looked out of place guarding Buckingham Palace. There was a shunting problem for the boys, young or old, to solve, and an attractive display of model goods. The runner-up was Fybren Models with a colourful display of posters, placards etc., and quantities of scratch-builders parts, kits, and models.

Mention should also be made of Des Brien's Depot, this stand was much improved from previous year's efforts.

With the private award, the decision was so difficult that the judges devised a points system to help them. The choice had been narrowed down to three lay-outs, and the score of two of these lay-outs was so close that the judges had no choice but to declare the contest a draw. Accordingly, an additional trophy was obtained and the N.S.W. Model Railway Club, and Hurstville Model Railway Club were declared winners.

Our congratulations go to the award winners.

At one stage during the exhibition your diligent reporter was nosing about down one of the side passages, when he detected a certain aroma.

'Crikey'! I thought, reeling back, 'That Captain Fantastic's horse must be in trouble'. I dashed down the passage, the aroma getting stronger with every stride, I rushed in through an opening, crashed open the door of a stall, and . . . Ah well, enough said.

OPEN DAY

The photo shows part of the crowd that attended the open day, held on July 20th. The representatives of many Clubs were present, and several tried their hand on the lay-outs.

SLIDE COMPETITION

The slide competition, held on August 23rd, was won by Jeff Mooney with his shot of a W.A. loco de-ashing at night. The runner-up was Bruce Rankin for his shot of a Tinhare (N.S.W.R. C.P.H. railmotor to the uninitiated).

The non-railway section was won by Allan Brown for a magnificent photo' of a fishing boat.

CLUBROOMS

With regard to our planned building extension, all the Council and other formalities have been gone through and all that is holding up actual construction are other projects that our builder is engaged upon. Construction is to be in cement block, and as well as providing extra space, will considerably improve the appearance and security of the Clubrooms.

MODEL CLINIC

The model clinic continues to be popular, the project recently completed was a model of the N.S.W. type milk tanker, made by adapting a commercial kit. Presently under construction are models of the N.S.W.R. cattle vans, these come in bogie and four wheel versions, with variations, and several types are being built.

Photos and drawings of the cattle vans are at the meetings, and most of the material required for HO models is also available. All the model builder need bring are his tools and parts such as axle-guards, wheels, bogies, couplings.

FUTURE MEETINGS

DECEMBER:

Sat., 7th — Open Day. Visit by other clubs; Lay-outs will be operating.

Fri., 13th — Modelling Clinic. Project:- TE heavy duty flat wagon, led by Es Davies.

Sat., 21st — XMAS BAR-B-QUE at the clubrooms. (Bring your own meat) Cooking Time 3.15 p.m. — Bring the kids with you!

JANUARY:

Fri., 24th — Lay-out Operation.

FEBRUARY:

Sat., 1st — Annual General Meeting. The presence of all members is required.

Fri., 14th — Modelling Clinic. SF/BF flat trucks.

Sat., 15th — Auction. All goods to be presented before 2.20 p.m.

Fri., 28th — Graham Aherne will present a selection of film slides featuring the 'Steam Action' in South Africa.

MEETINGS unless otherwise specified start at:- Fridays, 7.30 p.m. to 11.00 p.m. and on Saturdays, 2.00 p.m. to 5.30 p.m.

JACK PARKER
Branch Reporter

WESTERN AUSTRALIAN BRANCH NOTES

The Branch has been progressing soundly during the past few months, with good attendances at our meetings with 20 or more members present at times.

A number of Saturday workdays were spent rebuilding the old club lay-out. The whole lower track has been re-laid to enlarge the curves and remove all the irregularities from the track. The track is now in such a standard that most types of equipment will satisfactorily perform upon it. The scenery has also been considerably remodelled so the overall impression of the lay-out is quite pleasing.

Now that work has been completed on the lower lay-out, work will again resume on the new lay-out. Track laying has been completed and wiring of the electrical systems has begun.

If you have an interesting model, loco, rolling stock, structure, etc. how about bringing it along to show the other members at the meetings.

If you do not possess a lay-out on which to run your stock, then why not make use of your Branch lay-out as it is there for your use at any meeting.

At a recent meeting it was decided that the clubrooms should be open a fourth time in each month to enable members to make more use of club facilities. Accordingly the clubrooms will be open on the third Wednesday of each month.

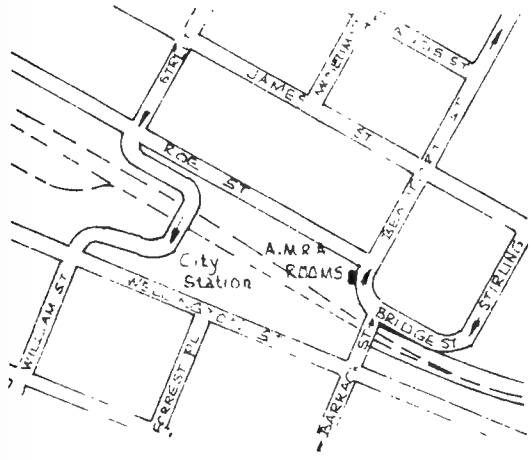
LIBRARY:- Members are reminded that the Branch does have a library. Any member who would like to borrow a book or magazine should contact our Librarian Simon Mead, who attends most meetings. There is a nominal charge of 10c per book per month. We appeal to all members who have books out on loan at the moment to return them as soon as possible so that our index system can be brought up to date.

On behalf of the committee and members of the W.A. Branch I would like to take this opportunity to wish all members of A.M.R.A. a Merry Xmas and a very happy New Year.

The program to the end of this year is as follows:-

Mon., November 4th — Slide evening
Sat., November 16th — Lay-out Operation
Wed., November 20th — Lay-out Operation
Sat., November 23rd — Lay-out Operation
Sat., December 7th — Visit to Lay-out/Social Evening
Sat., December 14th — Lay-out Operation
Wed., December 18th — Lay-out Operation

Jack Eagles.



Club night meetings are held in the Clubroom, 1 Beaufort St., Perth, on the FIRST Monday and THIRD Wednesday of each month. Working Bees on the layout are held on the two Saturdays per month as indicated on your quarterly programme.

NEPEAN SUB-BRANCH REPORT

At the meeting held at St. Thomas Church Hall in rural Cranebrook, some two miles out Penrith, some 30 members and visitors were in attendance. The meeting commenced with an address by Roy Ackland, who explained the A.M.R.A. Constitution, and State and Federal rules.

June and John Dunn were introduced to those present, and John then proceeded, with a practical demonstration, to instruct and show all present aspects of modelling scenery. Under John's deft hands, plaster and sawdust were transformed into the sandstone hills and gorges so prominently a part of Sydney and outlying regions.

We all found this both instructional and helpful, especially the making of trees. I particularly liked the palm trees, which are far ahead and more realistic than the commercial lines.

We take this opportunity of thanking June, John, Roy, and all those who made the journey to our meeting. After all, it entailed these unselfish people with a journey of some 80 to 100 miles through our metropolitan traffic maze.

While all details are not yet finalised, it does appear that some 150 of us will make the journey to the cabbage patch to see the Melbourne Model Railway, the Victorian Branch Exhibition and Puffing Billy.

Peter Rogers
Warrimoo

THE ASSOCIATION'S COMPETITIONS

Entries close with the Federal Secretary on 31st January, 1975, for entries in the following Annual Competitions.

The Tim Dunlop Cup. For Scratch built locomotives.
The N.S.W. Branch Trophy. For Scratch built Rolling Stock.
The Candemah Cup. For Lineside Structure.
The Loco Conversion. From Commercial Model.
The Victorian Branch Trophy. For Conversion of Commercial Rolling Stock.

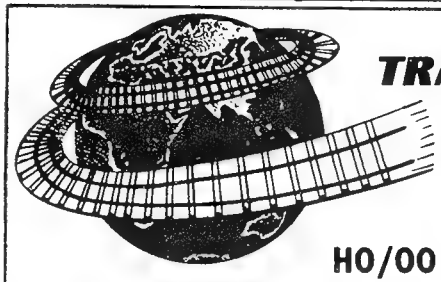
Full Details of these competitions appeared in Journals No. 82 and No. 86, and abridged details appeared in Journals 90, 99, and 100.

FOR SALE

A.M.R.A. cloth badges — fully embroidered. 40 cents each from your State Secretary or Rex Little, P.O. Box 46, Nunawading, Vic., 3131. Please enclose a stamped addressed envelope with mail orders.

A.M.R.A. Tie Bars —	Silver	$1.00 each
	Gold	$1.25 each
A.M.R.A. Cuff Links		$1.50 pair

from the Federal Treasurer, Keith Robinson, 26 Lilac Street, Punchbowl, N.S.W., 2196.



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Points, N.S. Rail, Wood Sleepers	
SL-84X Catch point, r/hd	2.15
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SL-87X Curved points, l/hd	4.50
SL-88X 5ft rad point r/hd	3.95
SL-89X 5ft radius point l/hd	3.95
SL-91X 2ft radius point r/hd	3.50
SL-92X 2ft radius point, l/hd	3.50
SL-93X Short crossing (24 deg)	3.50
SL-94X Long Crossing (12 deg)	3.95
SL-97X Y Point	3.50
Track Fixings & Accessories	
SL-10X Metal rail joiners (24)	.60
SL-11 Insulated joiners (12)	.60
SL-14 Track fixing pins (¼oz)	.60
IL-13 Track spikes	.60
SL-29 Uncoupler, Triang type	.60
SL-30 Uncoupler, a/hd type	.60
SL-37 Track cleaning block	.60
SL-40 Buffer stop kit – rail-built type	.60
SL-41 Buffer stop kit – sleeper-built type	.60
Track & Point Foam Underlays (Imitating Ballast)	
SL-50 for track, 16½ft roll	1.95
SL-51 for r/hd SL-91	.95
SL-52 for l/hd SL-92	.95
SL-53 for Y point SL-97	.95
SL-54 for short crossing SL-93	.95
SL-55 for long point SL-88	.95
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SL-57 for long crossing SL-94	.95
SL-58 for double slip SL-90	.95
SL-61 for catch point r/hd SL-84	.95
SL-62 for catch point l/hd SL-85	.95
SL-66 for curved point r/hd SL-86	.95
SL-67 for curved point l/hd SL-87	.95
(point u'lays – pks of 2)	

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SL-70 Point motors, each	2.00
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Catalogues	
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Wonderful Wagon Kits	
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R-70 Mineral, 5-plank	2.75
R-72 Box car	3.50
R-74 Tank Cars	3.25
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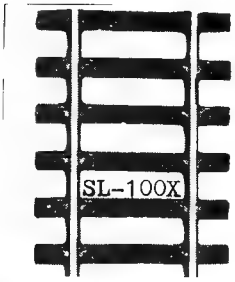
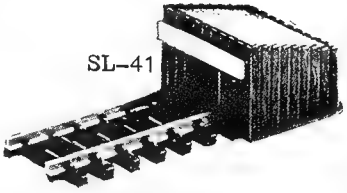
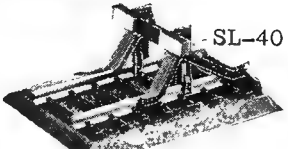
R-1 Auto couplers	Pair .60
R-2 Coupler hooks	Pair .40
R-5 Insulaxles	Pkt. .60
R-8 Insulating washers – for rolling stock 50	.60
R-28 Fitted sets, to superdetail Wagon kits	Set .60
R-30 Brass bearings 50	.60
R-44 Couplers fitting HD	Pair .60
R-45 Large wheels loose 8	.90
R-46 Small wheels loose 8	.90
R-66 Container kits as loads for conflats R-64 1	.40
R-37 Wagon U'frames, O.S. style – 9ft wheelbase	1.35
R-38 Wagon U'frames, O.S. style – 10ft wheelbase	1.35
Roadrailer Kits	
R-101 Complete kit 1	1.15
R-102 Van only – kit 2	.60
R-103 Tractor & Bogie kit 3	.60







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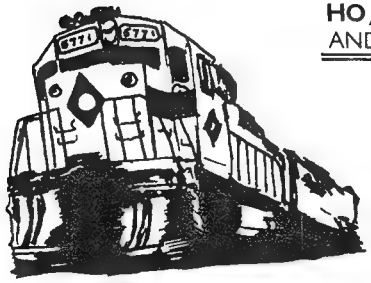

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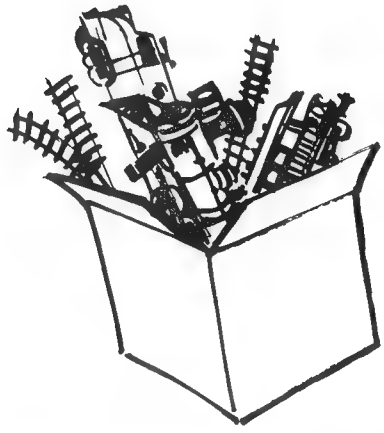

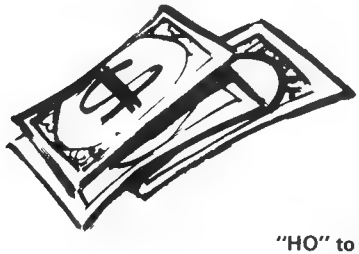

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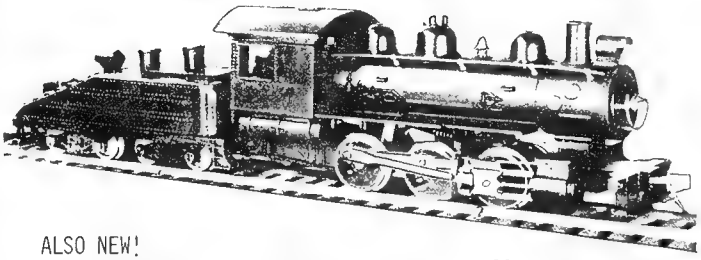

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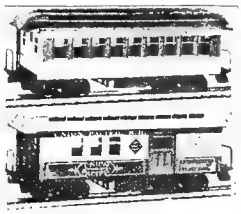

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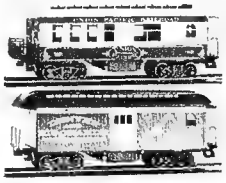

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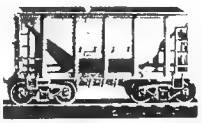

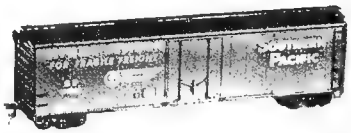

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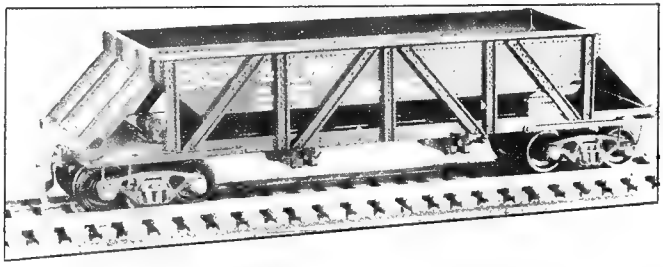

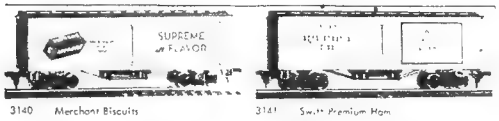

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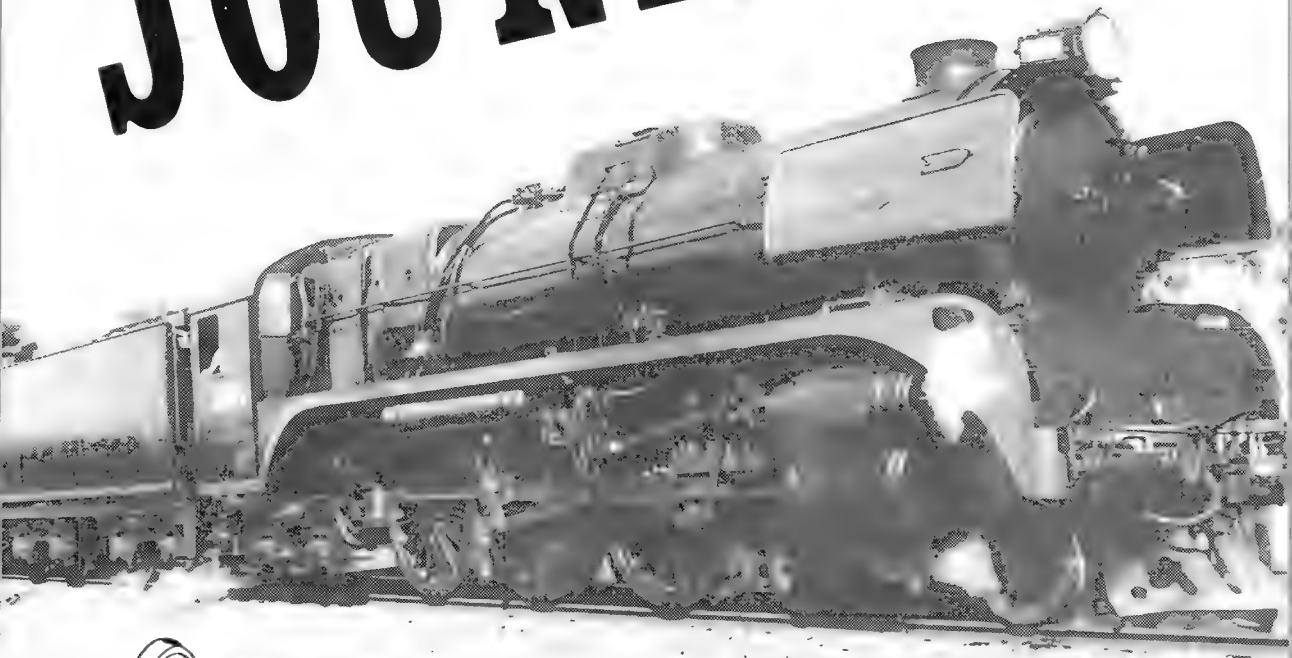
JOURNAL



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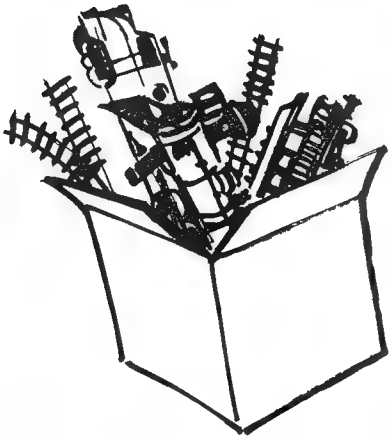

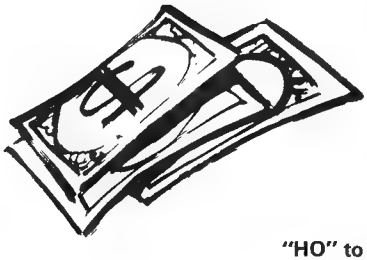

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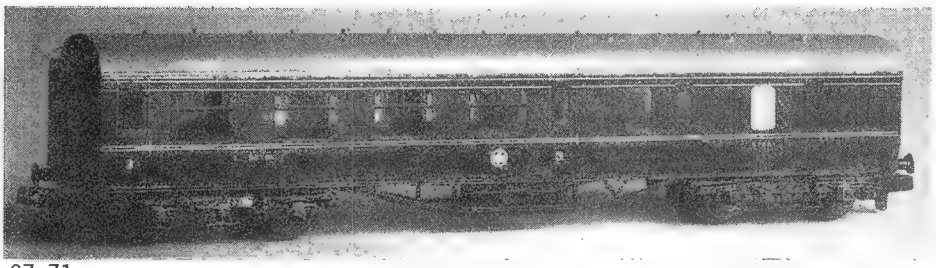

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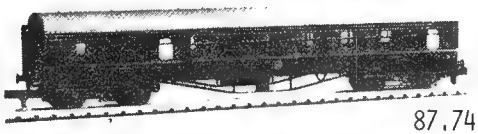

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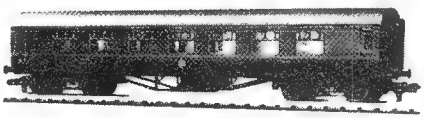

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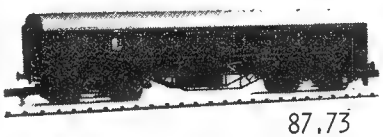

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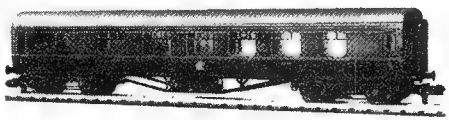

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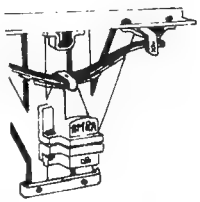

JOURNAL BOX

EDITORIAL

Thanks to the efforts of Peter Kingsbury, we now have a printed Journal that has relieved us of some of the more back-breaking work. I trust that the results will justify the additional expense.

We have just about caught up with publication dates, but, as I stated in the Mar./Apr. issue, I have run out of articles. There was only 7½ pages of writing in the May/June issue!! It costs about the same to produce 21 pages of photos as it does to print those 21 pages with articles.

Could I again ask that regular contributions be in my hands by the middle of the even months — the earlier the better. There is between 14 and 21 days delay after I receive them before I can send them to the publisher for paste up. The delay depends on the work the printers have in hand at the time, as Journal typing is fitted in between regular jobs.

Future programmes should cover three months, if possible, to allow for the fact that Journal usually will reach you in the even months.

Rex Little

ON THE COVER
The 21 year old engine, R 761, at Lethbridge, hauling the AMRA 21st Birthday Convention Train.
Photo by Rex Little

VOLUME 23 **ISSUE 111**

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THE SECRETARY'S DESK

I wonder how many comments we will receive, regarding the new look Journal. In common with everything else these days, costs are going up left, right, and centre. We are also having difficulty in obtaining manpower and womanpower to carry out all the jobs that need doing.

Journal will cost us approximately $600 extra a year. Additional advertising would help to defray some of the increase, and then again, some member may have some ideas on how it can be produced at a lower cost. We would appreciate any help in either case.

There is another problem, which appears to concern some of our newer members, and this is the terms, names or abbreviations, used in model railways. When I read the N.M.R.A. Bulletin, there are quite often terms used, that I can only hazard a guess at the meaning. Having been concerned with the local scene for so many years, it seems part and parcel of every day language and therefore it is not easy to visualize what terms would confuse the beginner. I was a bit surprised to be asked once what D/E stood for, yet the person concerned knew of the different Diesels on the N.S.W. tracks.

However, if any member is having difficulty with railway language, we shall be pleased to produce a glossary in the Journal, if they will give us a clue, as to which words give them problems.

With the growing range of freight vehicles coming into use on the various State systems, it could be of interest to members to have a code listing. Have we any member in each State, who could compile such information, to be published in Journal?

For the larger systems this could really be a job, with mixed gauges, standard, bogie exchange, etc., but it would be a very informative listing, especially if plans of the more interesting types could appear as well. A nice job for Winter nights ? ? ?

A Sub-Branch has been formed in N.S.W., the NEPEAN S.B. centred around Penrith. We wish it every success, it is an area with a big potential of modellers.

One wonders how many more Sub-Branches could be formed in areas, where the distance precludes anything but the odd attendance at the State Branch Meetings. We know there will always be the loner, but it is nice to meet fellow modellers and see what and how they model.

Norm Read

****

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BRIDGES FOR THE RAILWAY MODELLER

by Arthur Robinson

1. INTRODUCTION

Bridges when modelled accurately can be a very pleasing part of the model railway scene. A poorly modelled bridge con detract from the appearance of an otherwise excellent model railway. The small amount of time and effort taken to model a bridge which is prototypical in appearance is rewarded by the admiring glances of visitors.

This series is not intended as a complete guide to railway bridges but merely a basic outline of types and construction methods used, so that the reader may be able to choose the right type of bridge to use on his layout and be able to correctly model it.

One fault most modellers make is to model a bridge without first drawing a plan to work from. I am sure no one would model a locomotive or wagon without a plan.

After choosing the type of bridge required, the modeller should then obtain photographs of a prototype bridge of this type. This can be done by looking around the railway in your area, or even in railway enthusiast magazines or books.

Equipped with photographs of the bridge type desired and some knowledge of bridge types, the modeller can make a drawing of the bridge to be used on his layout and can plan it correctly so that it conforms to correct engineering principles.

A photograph of the desired bridge with a train crossing it can be useful in determining the dimensions of the bridge, e.g., if the span of the bridge is the same as two coaches which are 75 feet long then we know the span is 150 feet. Similarly for a girder height being the same as the running boards of a diesel loco above the rail level, we can determine this distance for the locomotive concerned and this determines the depth of a girder. Photographs having people or any object of which the dimensions are known can be invaluable in determining the dimensions of bridges.

The bridge types discussed in this series are mainly for the Australian modeller. British or American modellers should study their particular prototype before modelling a bridge for their layout.

Bridges on American layouts should be of heavier construction than Australian bridges as axle loads on American railways are much heavier than those used on Australian railways.

Bridges are used to cross roads, other railway tracks and rivers. Bridges that are used to cross roads or railways are usually as short as possible, providing just enough clearance for vehicles that use the road or railway. See fig. 1.1.

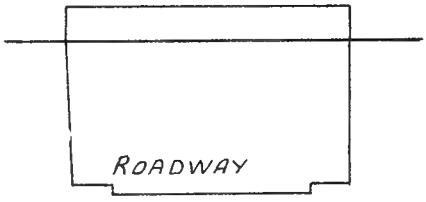


Fig. 1.1

Bridges that cross rivers are always the full width of the stream and may be even longer

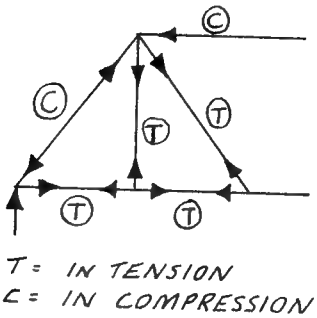


Fig. 1.3

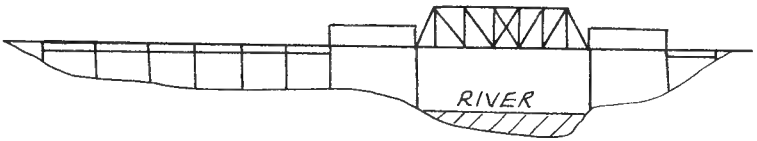


Fig. 1.2

where the river is likely to flood and often are for the full width of the floodplain. See fig. 1.2.

Bridges are also used where it would not be economical to build an embankment. Timber trestles are the type used mainly for this purpose. In Queensland, many trestles are being replaced by embankments with only a pipe or box culvert being sufficient to provide the required waterway.

Before describing the various types of bridges, I will give you some of the theory. For those who are interested, I will try to explain tension and compression. If you pull on both ends of a piece of paper it is said to be in tension. If you push on both ends of a piece of wood, it is said to be in compression. You may demonstrate to yourself the importance of understanding these forces by the fact that when under compression the piece of wood does not give way and withstands the compression forces. If you try to compress the paper it will not withstand any force and will buckle showing that it will not stand compression, it will however resist tension up to a point before it fails. Bridge members have to be properly designed as those members made to withstand tension will not withstand compression.

It is very important that the bridge designer understands the properties of the various materials used and designs bridges that make use of these properties. Materials such as timber and concrete are strong in compression and weak in tension whereas steel has similar strength in tension as compression.

The diagrams in fig. 1.3 show how tension and compression are represented by arrows on the members concerned in force diagrams used by bridge designers. These force diagrams need not concern the average modeller as I will endeavour to describe the forces which will be encountered in each type of bridge and this theory is included only for the modeller who wishes a little more detailed understanding of bridge design and construction.

It will be noted that tension members are mainly simple steel bars or plates, whereas compression members are usually some hollow or spread out section such as rolled steel beams.

This will be further discussed in the section on Truss bridges.

2. BRIDGE TYPES

One basic distinction between bridges is whether trains or other vehicles run on top of the girders or between them. If the trains run on top of the girders, the bridge is a deck bridge as in fig. 2.1. If they run between the

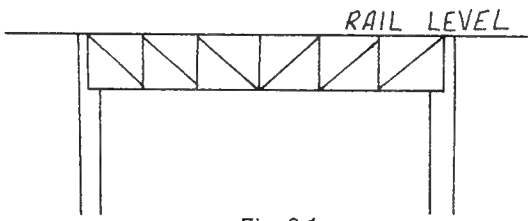


Fig. 2.1

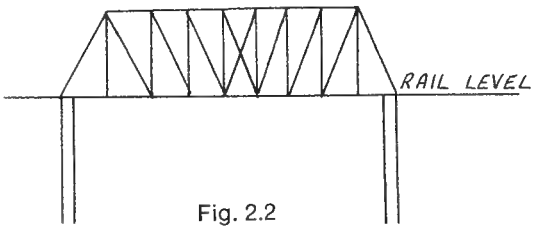


Fig. 2.2

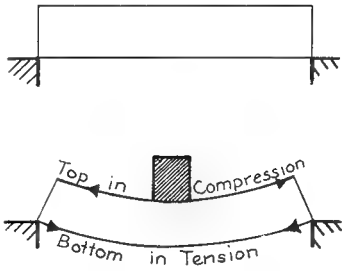
girders, the bridge is a through bridge as in fig. 2.2.

Bridges are also divided into basic types according to how they carry the load. The types vary greatly in construction. They are: —

1. SIMPLE
2. CANTILEVER
3. CONTINUOUS
4. ARCH
5. SUSPENSION

1. SIMPLE

The simplest type is the beam or truss supported only at the ends. This is the most common type in use. When a load is placed on the bridge the top is placed in compression, the bottom in tension and the supports will also be in compression as in fig. 2.3.



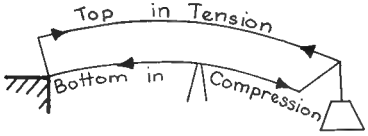
UNDER LOAD

Fig. 2.3

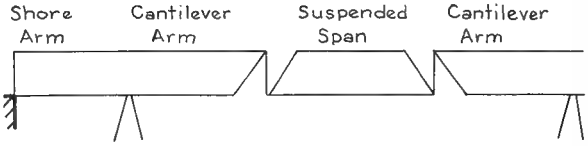
With the basic beam type these forces are of no great concern to the modeller, but they do affect the type of members used in truss bridges and this will be further discussed in the section on truss bridges.

2. CANTILEVER

A cantilever bridge has one end which protrudes beyond its support. See fig. 2.4.



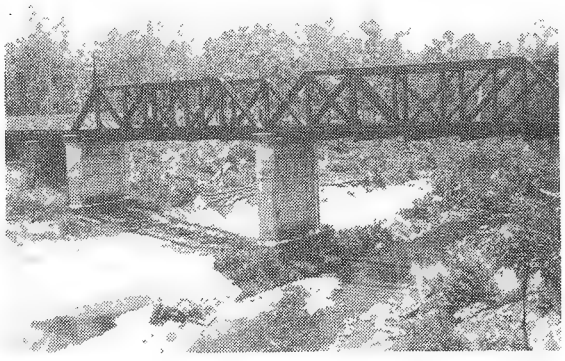
STRESSES IN A CANTILEVER



A CANTILEVER BRIDGE

Fig. 2.4

The simplest type of cantilever is a diving board. Note that the forces are opposite to those in a simple bridge. The top is in tension and the bottom is in compression.



Through truss bridge, Saltwater Creek, North of Townsville.

3. CONTINUOUS

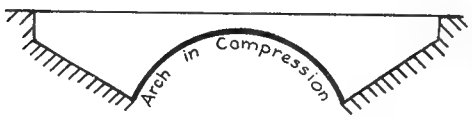
A continuous bridge is one in which the girders or trusses continue unbroken over three or more supports. This type acts as both a simple bridge and a cantilever bridge and as the forces are reversed in these types of bridges, they tend to cancel each other in a continuous bridge thus reducing the amount of material needed. See fig. 2.5.

THE CONTINUOUS BRIDGE

Fig. 2.5

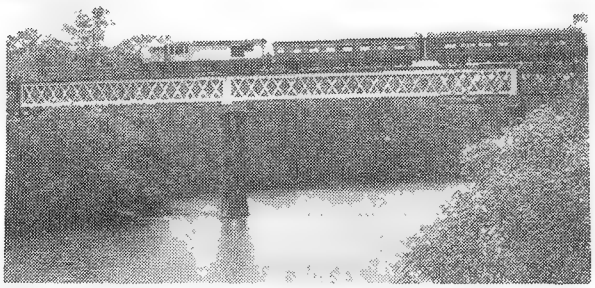
4. ARCHES

Arches are among the most graceful bridges used. The arch depends on compressive strength to carry the load. Arches are usually constructed of masonry or concrete as these materials are much stronger in compression than in tension. See fig. 2.6.

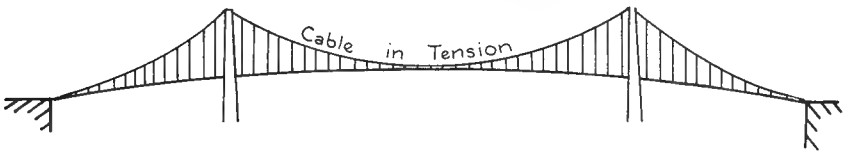


THE ARCH BRIDGE

Fig. 2.6



Q.R. 1270 class D.E.L. crossing Burrum River. An example of a Deck Truss Bridge. Note the painters at work.



THE SUSPENSION BRIDGE

Fig. 2.7

5. SUSPENSION

A suspension bridge makes use of the fact that steel is strong in tension. A steel cable in tension is used to carry the entire weight and a suspension bridge can thus be used to span large distances. See fig. 2.7.

As these bridges are not rigid and will sway in a light wind or under load, they are not suitable for railway use and as far as I know there are no suspension bridges used to carry railways in any part of the world. The only two suspension bridges that were built to carry railways were soon replaced, due to their instability. Anyone who has walked across a small pedestrian suspension bridge will have experienced this instability. As the suspension bridge has no place on a model railway I will not go into further details on this bridge except to say that the "TRIANG GRAND SUSPENSION BRIDGE" is completely unsuitable for model railway use.

BOTH SIDES OF THE LINE

by Greg O'Flynn

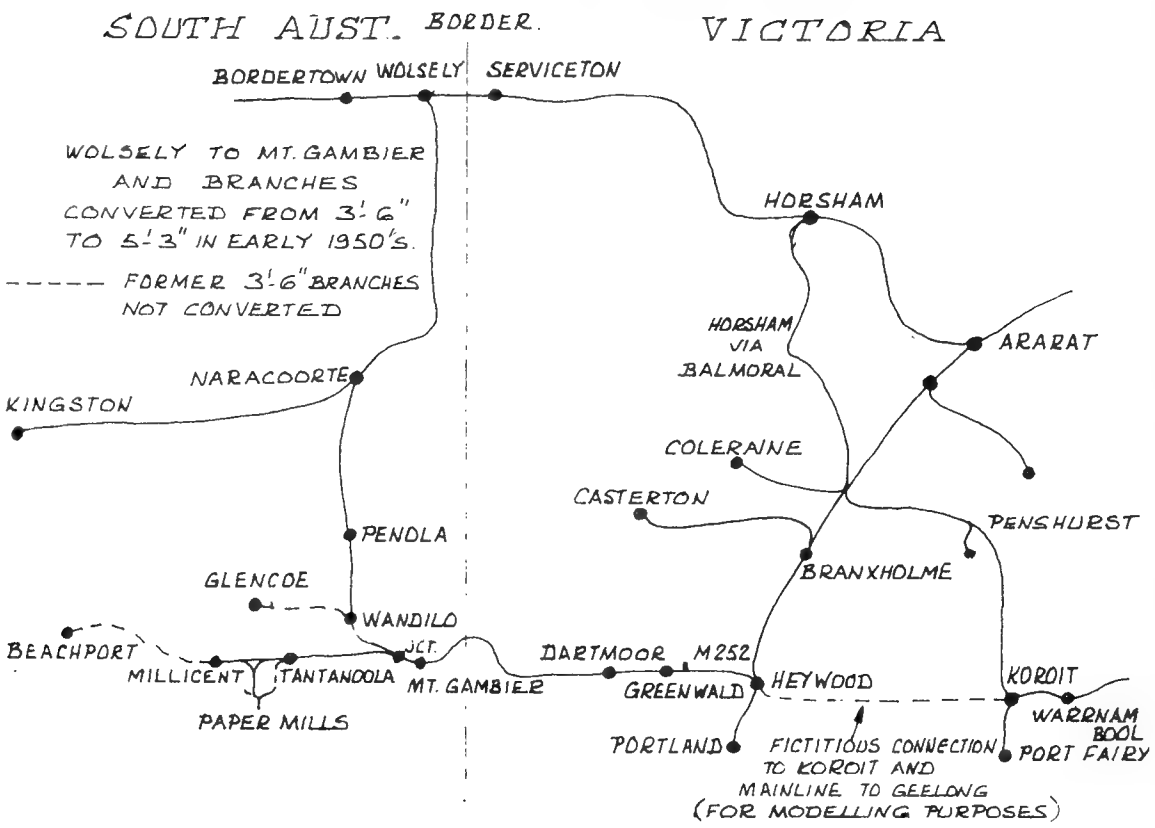


DIAGRAM OF LINES IN AREA OF SOUTH EAST OF SOUTH AUSTRALIA AND SOUTH WEST OF VICTORIA.

This is a look at the lines in the south west of Victoria, and the south east of South Australia. Also their adaption to model form in order to give a chance to run both types of locos and rolling stock. It also compares, (I hope), the two types of systems in their safe working, station layouts, buildings, and methods of train running.

I have covered the South Australian Side first, then the Victorian Side, and finally the model adaption.

The paradox is that the mainline from Ararat to Portland has not long been relayed, and in the middle 1960's the signal boxes at Hamilton were abolished and not replaced with inter-

locks, but with a mixture of Annet locks, plunger locks, and some motor operated points. The boxes abolished were Hamilton Box, a small 25 lever frame box in the yard crosslocked with the main box, and Coleraine Junction which gives access to the loco depot, as well as Koroit, Portland, and Coleraine. The Balmoral to Horsham line originally junctioned in the yard.

The Loco Depot at Coleraine Junction was abolished. The turntable was cut up for scrap. A Diesel Loco Depot was built with a minimum of facilities — crew offices, fuel and sand house. The oil fuel and coal stage at Heywood, and the turntable, were removed in the late 1960's. This may be compared with the S.A.R. facilities at Mt. Gambier, where the loco depot, together with the turntable, is in everyday use for loco and other traffic purposes.

Naracoorte has its loco shed and electrically operated turntable in use, and also the interlocking frames are in use in the boxes, although there are differences in the interlocking practices in the two States.

The article has been written from my general observations and notes taken over a few years, but if anyone has other information on the area it would be welcomed as my visits to the areas in South Australia are rare because I live in Warrnambool.

For the benefit of members in other States, I have listed below the various types of Diesel Locos in use on the lines mentioned.
They are:—

S.A.R. 900 class A.I.A.-A.I.A., built by English Electric and S.A.R. shops, 1580 HP, cab type. S.A.R. 930 class, Co-Co, Goodwin-Alco, 1600 HP, cab type. This class also has a "hostler" cab at the end other than the nose, so it can be operated without turning. It is similar to the N.S.W. 44 class. S.A.R. 830 class, Co-Co, Goodwin-Alco, hood type. This class is similar to the N.S.W. 48 class.

V.R. T class, Bo-Bo, Clyde-GM, hood type. The horsepower varies between 850 and 1000, depending on the model. V.R. B class, Co-Co, Clyde, 1500 HP, double cab. UR X class, Co-Co, Clyde, 2000 HP, hood type.

Railcars Ararat to Portland
VR DRC 40 or 41 — Air conditioned, Tulloch built, stainless steel construction, passenger and van accommodation.

SAR 250 class power car, passenger and van accommodation.
100 class trailer, passenger accommodation only.
Similar in appearance to Budd railcars, but roof outline different.

Station diagrams for the South East of South Australia, from Mt. Gambier to Naracoorte and Millicent. Covering the smaller stations and sidings, from small passing loops, to junctions and main yards.

WANDILO (Fig. 2), is a small passing loop about 7 miles from Mt. Gambier, and is an automatic electric staff station, unmanned, and under train order control by direction of the Train Controller at Mt. Gambier. The signals are approach lit. The electric staff section is Mt. Gambier Junction — Wandilo, and a sample train order reads as follows. The order is an actual one, applicable to the 8-10 Blue Bird railcar bound for Adelaide. The order is issued at Mt. Gambier as Mt. Gambier Junction is the train order issuing point for the Millicent line.

TRAIN ORDER No. 14 Date 3-6-69

To Motorman train No. 600, car 260, at Mt. Gambier Station.
Take passing siding at Wandilo, cross goods 547, engine 950

Received at Mt. Gambier Time 8.02 a.m.
Repeated at Mt. Gambier Time 8.03 a.m.

Going north, the next town of size is Penola. (Fig. 3). Between Penola and Wandilo part of the way passes through the pine forests of the south east of South Australia and the grazing land of this rich area of the State. The Penola Station is off the highway, and in the town is the old narrow gauge station. The broad gauge station was erected in 1953. The station (Fig. 4) is unusual in that the office is separate from the platform and completely at ground level. Only a van shed is on the platform. The goods shed (Fig. 5) is of the usual South Australian variety, made of corrugated iron, covering the track and the vehicle placed at the shed. The signals are

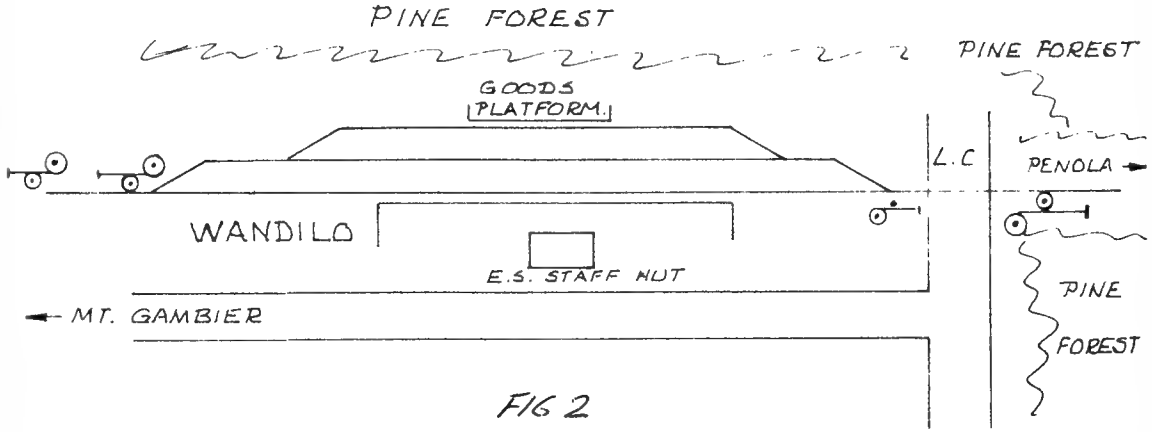


FIG 2

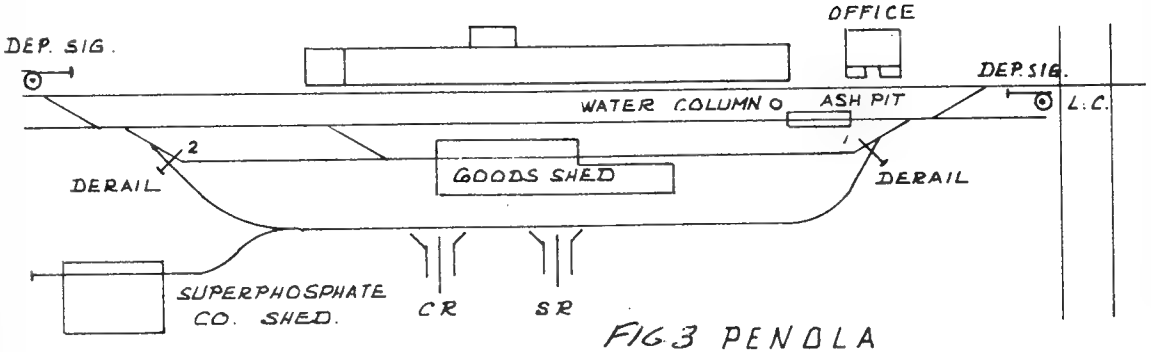


FIG 3 PENOLA

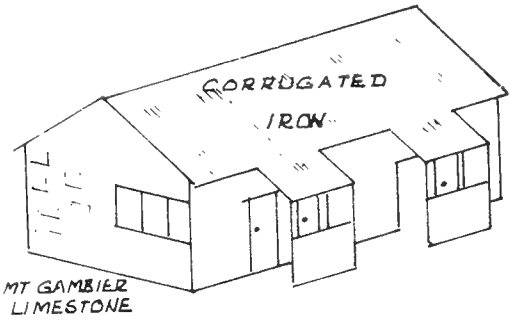


FIG 4 PENOLA STATION BUILDING

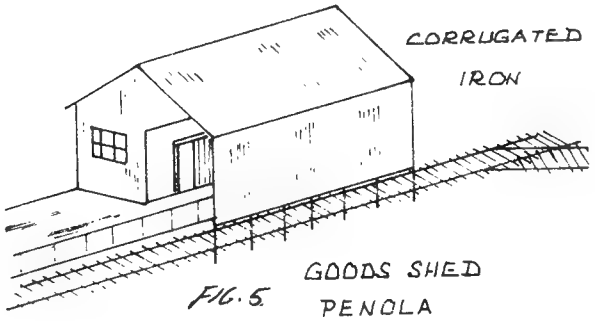


FIG. 5 GOODS SHED PENOLA

approach lit, and the points leading to the No. 2 road and sidings, are controlled by hand levers, of more an American pattern than Australian, and are padlocked in situ. A combination derail is rodded across No. 3 and 4 roads. The water crane is of an American type, favoured by the SAR and also seen in Victoria and N.S.W.

After leaving Penola, we pass through the wine growing around Coonawarra, and then through more grazing country until we reach Naracoorte (Fig. 6). This is a sizeable town, and the junction for the line to Kingston. As a junction Station, Naracoorte has a signal box contained in the station buildings (Fig. 7) upon the platform. There is a siding to several Agricultural Companies, which handle grain, stockfood, and superphosphate. The loco depot has a two stall roundhouse and 85′ electric turntable. The overhead coal stage was removed in 1970. The site of the old 3′ 6″ gauge loco depot is discernible in the Station yard near the Agricultural Companies' sidings. A small section of 3′ 6″ gauge track is still in place at the rear of one of the roads in the loco depot. Preserved in the park behind the Station and loco depot are two 3′ 6″ gauge locos. Extensive sheep loading races are provided in the yard. Points are motor operated for long distances, and the signals are colour light except for the Train Order semaphore which has a manual arm. The position of the signal cabin is unusual, in that it is part of the station building, and at a raised level. Entry is through the Station Office, as no outside door is provided to the box.

Mt. Gambier Junction (Fig. 8) is situated about 1 mile (1.61kM) from Mt. Gambier Station, and controls the junction to Adelaide or Millicent, the stock yard sidings, and the marshalling yard. Mt. Gambier Box controls the other end, plus the connection to the goods yard and loco depot (Fig. 9). The electric section is from the junction to the station, though connection can be made via the marshalling yard. The junction is the train order point for the Millicent line, and is of Mt. Gambier limestone block construction, which is extensively used in the south east of South Australia for buildings.

The wash dock is for cleaning cattle or sheep wagons, and is contructed of a concrete apron surrounded by retaining walls, suitable drains, and with the rails raised slightly above ground level. High pressure, heavy duty hoses are used for washing purposes.

All types of bogie exchange rolling stock, VR, SAR, WAGR, CR, and NSWGR, may be found in the marshalling yards. These wagons are used for paper traffic from the mills at Snuggery, near Millicent, and also for Pyneboard. The Pyneboard is loaded in the Mt. Gambier loco depot, where some of the covered roads in the 10 stall roundhouse are used. Stored in the roadhouse is the breakdown train consisting of

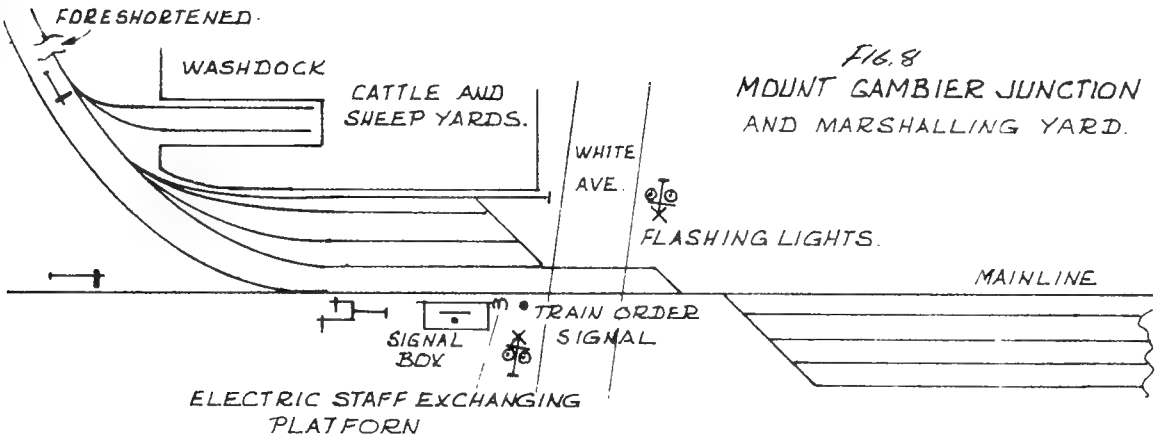
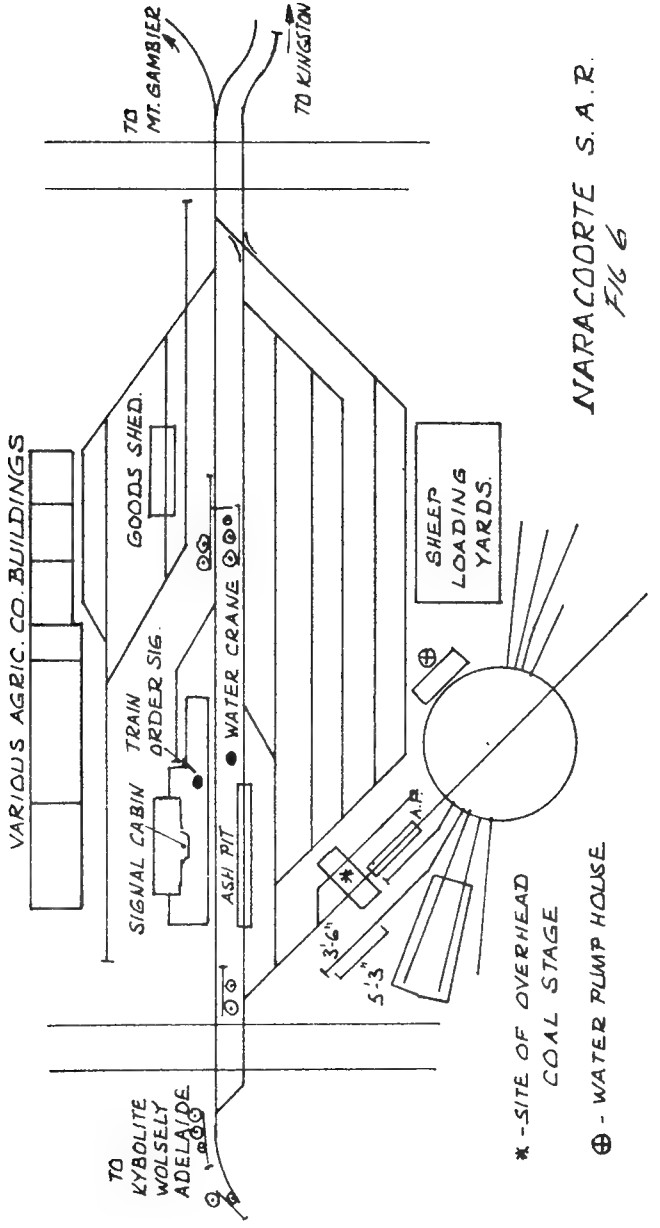


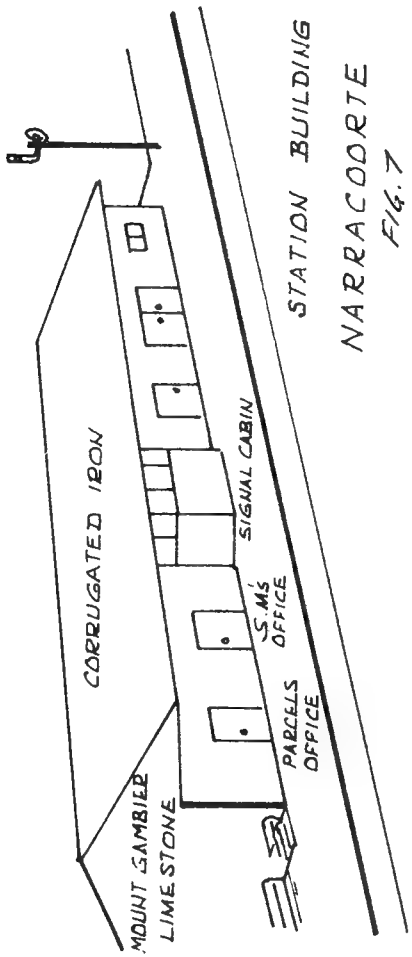
FIG. 8
MOUNT GAMBIER JUNCTION AND MARSHALLING YARD.



NARACOORTE S.A.R.
FIG 6

* - SITE OF OVERHEAD COAL STAGE

⊕ - WATER PUMP HOUSE



NARRACOORTE
FIG. 7

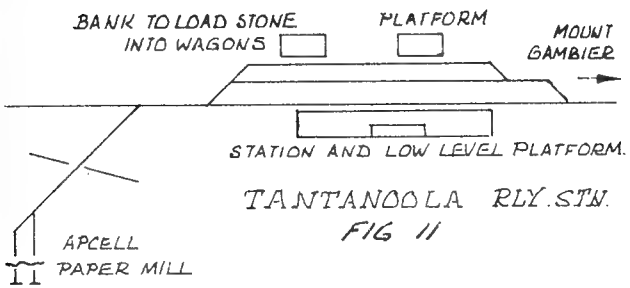
an M class SAR bogie van, and a caboose type brakevan introduced on the SAR in the 1930's. In the marshalling yards can be found one of the SAR 4400 type composite brakevans, which has ground loading steps, passenger accommodation at one end, van goods at the other, and a centre cupola. This van could be for use on the Millicent line, as 8300 type vans are used on the mainline.

Mt. Gambier station is quite a large building, with the two storey signal box at the Up end of the platform. The buildings are all of local limestone, except for the goods shed, which is of corrugated iron. The line approaches across the Well Street crossing into the station yard, and the line to Victoria continues across Bay Road to the border where the VR track commences. From the border to The Mount, as the town is locally known, the track is owned by the SAR, with the VR having running rights.

As can be seen in the diagram (Fig. 10), the yeard and station facilities are more than adequate. Trains for Victoria depart from The Mount via the station yard, where the brakes are tested and the staff for Dartmoor is collected from the signalman in the box. The mainline diverges from "A" to the platform and dock roads, and to roads 1 to 5. "B" leads to 6 road, the back roads, and to 5 road via the crossover. Going the other way, "B" leads to "D", the weighbridge road, marshalling yard, and loco depot. "A" leads to the crossover to "B", the loco and marshalling yards, or to the mainline and Mt. Gambier Junction via "C".

Figures 11, 12 and 13, are the details of some of the stations on the Mt. Gambier Junction to Millicent line. Sidings are also laid to the Limestone quarries between the junction and Tantanoola, but I have not visited them. Ballast for the South East Division was apparently loaded at Tantanoola when relaying took place. The signalman at Mt. Gambier told me that years ago a triangular connection was put in at the Junction to facilitate ballast working, but it was removed when the ballasting was finished.

Switchstands with indicators are in position at Snuggery, and the line is worked under the



TANTANOOLA RLY. STN.
FIG 11

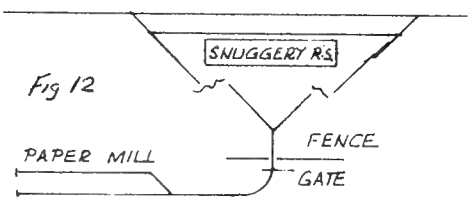


Fig 12

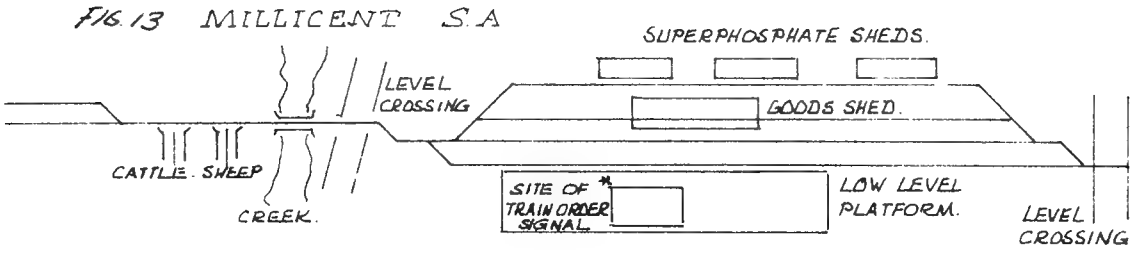
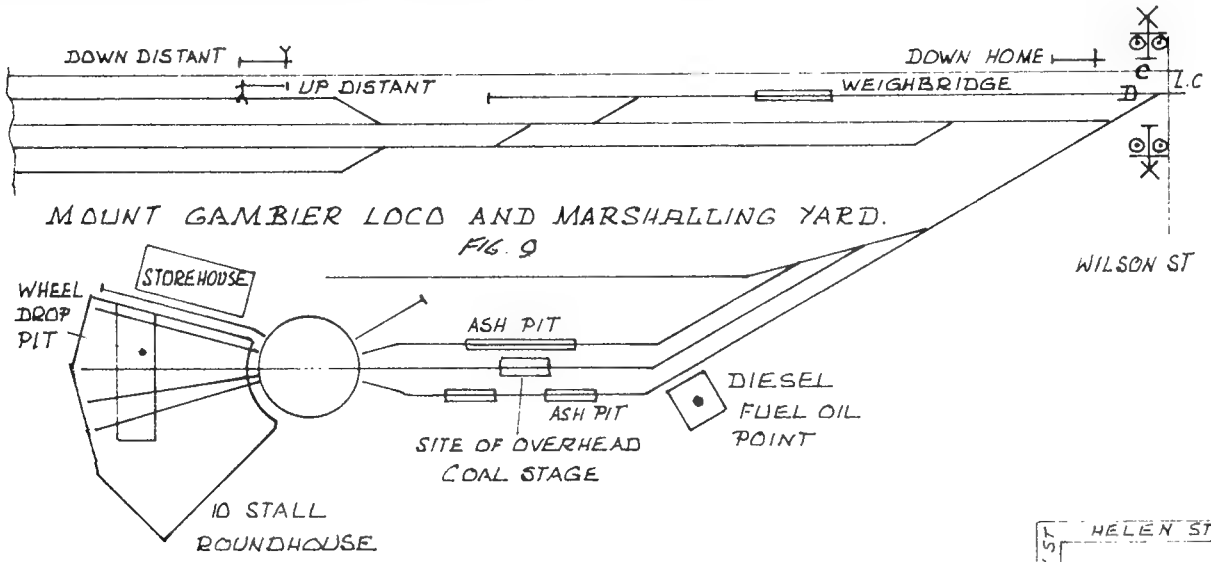


FIG 13 MILLICENT S.A



MOUNT GAMBIER LOCO AND MARSHALLING YARD.
FIG. 9

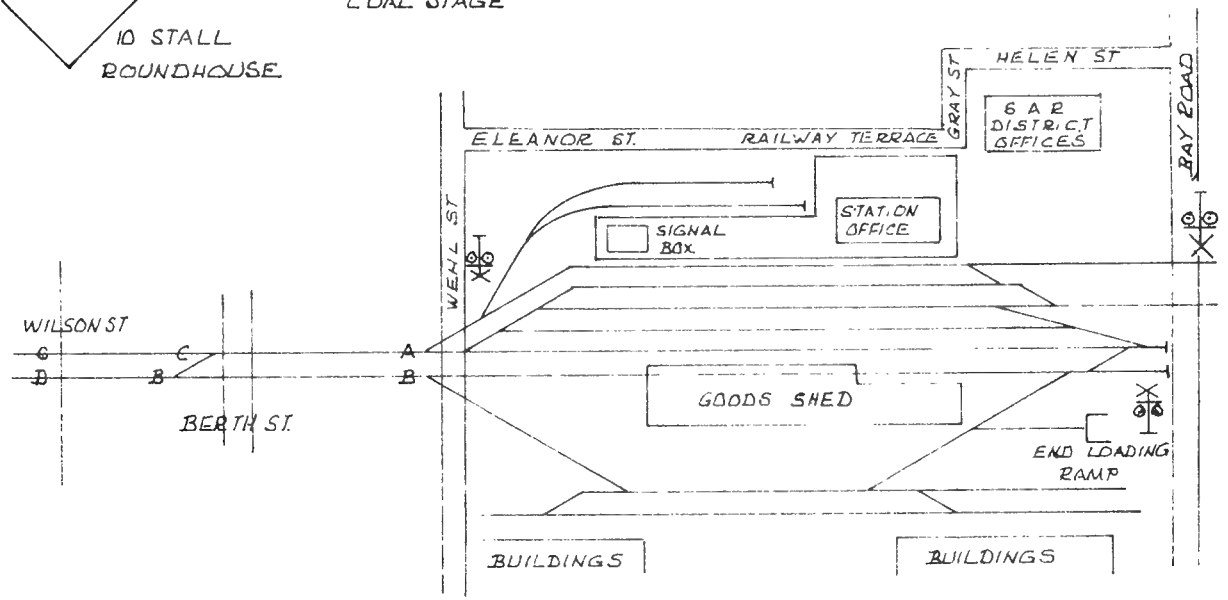


FIG. 10 MT. GAMBIER STATION AND GOODS YARD

Train Order system. I don't know the Goods train timetable, but a daily service is provided Monday to Saturday, using a 4400 class composite Van with passenger accommodation as no passenger service is provided. Loco power seems to be the 830 class Goodwin-Alco branchliners, but no doubt other classes could be used on the train.

I regret that I can give no details of the Mainline goods service on the S.A. side, as my family's patience has a limit, and I did not have time to get hold of the working timetable for the S.E. Division of the S.A.R. Thank goodness for my wife Janice's patience, plus the fact that the children liked to go for a walk with Dad and have a look.

To be concluded in the next issue.

****

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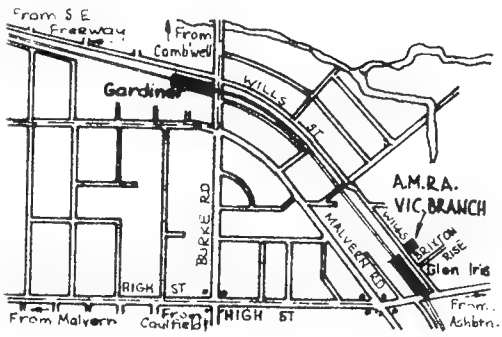
VICTORIAN BRANCH NOTES



Club Night meetings are held on the Second Thursday of each month, at 92 Wills Street, Glen Iris, commencing at 8 p.m. The Clubroom is open for work on the Club Layout EVERY Wednesday night. Scratch Builders meet at the Clubroom, on the First and Third Wednesdays of each Month. Crazy Whist nights are held at the Clubrooms on the First Saturday of each month, commencing at 8 p.m.

Our Club layout has reached a stage where continuous running and some switching can be carried out. To allow members to use this facility the clubrooms will be opened at 7 p.m. on meeting nights.

Wednesday night is layout construction night, and the lower hall is open every Wednesday for this purpose. Trains may be run, so long as those attending are prepared to first devote some of their time to construction duties. The Layout Co-ordinator, Noel Ryan, will welcome offers of assistance.

If you are interested in scratch building, come along on the first and third Wednesdays when Terry Jenkins holds a modelling clinic, which it is hoped will produce many fine models, some of which will be displayed on the club layout.

Working Bees are an essential necessity if we are to keep our Clubroom property properly maintained, but unfortunately attendance is poor. John Treseder arranged a barbecue working bee for 23rd June which brought a few new faces, but the same old few seem to have inherited a lieftime job of looking after what is probably the finest Model Railway Clubrooms in Australia. What about contacting John with an offer to help share the load.

Our 1975 Exhibition Organiser is offering first choice of duties at the Moomba Exhibition next March to early volunteers, on the basis of nominating when you can attend, and what you would like to do. Now is the time to volunteer your services to Brian Chester, so he will be able to allocate you the job you feel you can best do.

The Agenda for the next three months is as follows: —

AUGUST
Sat. 3rd: Crazy Whist at Clubrooms.
Wed. 7th: Scratch Builders meet at Clubrooms.
Thurs. 8th: Club Night: Members Slide Night — 5 slides per member.
Competition — Model of Flat Wagon — any prototype.
Running on Club Layout, before and after Meeting, B.Y.O. Train (HO/OO).
Wed. 21st: Scratch Builders meet at Clubroom.

SEPTEMBER
Wed. 4th: Scratch Builders meet at Clubroom.
Sat. 7th: Crazy Whist at Clubroom.
Thurs. 12th: Clubnight: Guest Speaker from the Victorian Railways.
Competition — Photograph of a Railway Signal.
Running on Club Layout, before and after

Meeting, B.Y.O. Train (HO/OO).
Wed. 18th: Scratch Builders meet at Clubroom.

OCTOBER
Wed. 2nd: Scratch Builders meet at Clubroom.
Sat. 5th: Crazy Whist at Clubroom.
Thurs. 10th: Club Night: Our Guest Speaker will talk on Adhesives.
Competition — Model of a Railway Station, including the Pass. Platform.
Running on Club Layout, before and after Meeting, B.Y.O. Train (HO/OO).
Wed. 16th: Scratch Builders meet at Clubroom.

The Ladies' Auxiliary organised a very successful Family Night on 27th April last, when members and their families and friends (a total gathering of 150 people) defied inclement weather to attend.

The Ladies' Auxiliary is very grateful to A.M.R.A. member Mr. John Gardner, who showed two interesting and colourful films of his travels in Asia. Mr. Jones, a very competent magician and ventriloquist, entertained an appreciative audience of children and adults for a 30-minute segment in the programme.

Supper was served on completion of the programme.

A total of $52.10 was raised at the Family Film Night and these funds will be used to defray expenses for the Children's Christmas Party on Saturday, 14th December, 1974.

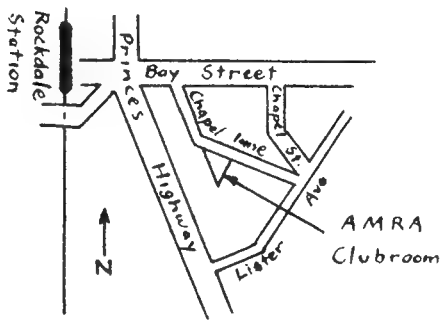
The Auxiliary would be pleased to hear from members or ladies who have any ideas or suggestions to make the Children's Christmas Party a success.

On the first Saturday of each month, members and friends enjoy an evening of Crazy Whist at the Clubrooms, Wills Street, Glen Iris. Play commences promptly at 8 p.m. and admission fee for gentlemen is 40c, whilst lady players are asked to bring only a plate of supper.

For further information, ring Eric Doherty on 45-7123.

John J. Harry, Hon. Sec.

NEW SOUTH WALES BRANCH NOTES



Meetings are usually held on the first and third Saturday afternoons in the month, and the second and fourth Fridays. Details of coming meetings are listed below.

AUGUST
Sat. 3rd: Car Rally to Loftus Tram Museum. See Notice Board for details.
Fri. 9th: Modelling Clinic
Sat. 17th: Layout Operation
Fri. 23rd: Slide Competition — Limit of 3-5 slides from each competitor, to be submitted by 8.05 p.m.

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QUEENSLAND BRANCH REPORT

The April meeting was the Election of Officers, which was disposed of in record time. Those lucky (or unlucky) to be elected were: —
President: Eric Lyon
Vice-President: Jim Fainges
Secretary: Malcolm Neilsen
Treasurer: Rodger Kershaw
Reporter: Jim Christie

Entertainment was provided by Graham Wilson, a deserter from our ranks, who now plays with twelve inch to the foot scale trains. Graham screened a number of Railway Department films including "Muscles in Motion" and one made twenty years ago of the Queensland Railways brand new Beyer-Garratts.

Dave Williams hosted us for the May meeting and talked of the Victorian Railways and showed his own films of both the broad and narrow gauges.

Additional meeting dates are: —
September 26th: Rodger Kershaw,
57 Bargo Street, Arana Hills
Weathering of Locos, Wagons and Coaches
October 24th: Keith Anderson,
40 Sloane Street, Stafford Heights
Layout Operation
November 25-30th: Hobby Exhibition, City Hall

Jim Christie, Branch Reporter

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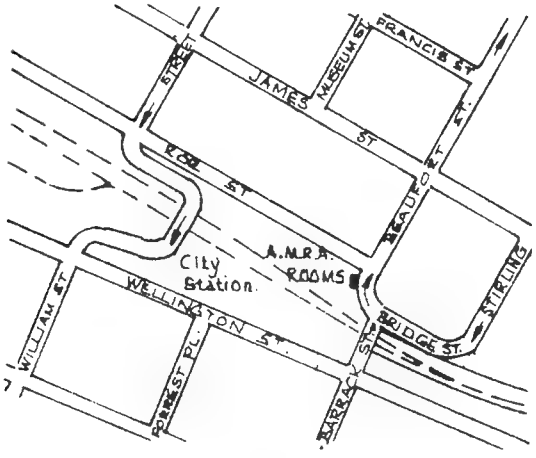
WESTERN AUSTRALIAN BRANCH NOTES



Club night meetings are held in the Clubroom, 1 Beaufort St., Perth, on the FIRST Monday of each Month. Working Bees on the layout are held on the two Saturdays per month as indicated on your quarterly programme.

At our A.G.M. at our Clubrooms, No. 1 Beaufort Street, Perth, held on the 6th May, the fololwing new committee were elected: —

President: Tony Gray
Vice-President: Ron Congdon
Secretary: Jack Eagles
Treasurer: Marge Durham
Committeemen: Gus Durham,
David Williams, David Robinson.

The meeting was attended by 17 members and three visitors and Keith Robinson very kindly acted as Chairman. While on his visit to our branch Keith donated some very fine posters of steam locos and also brought along a book "Memories of Steam", for our library, and some Posters donated by Keith Wilcox. I would like to say thanks on behalf of all our members for these donations.

The highlights of our forthcoming programme will be a film and talk by Mr. Morris of the W.A.G.R. public relations dept. to be held at their offices on the 5th August at 8.00 p.m., also a visit by our members to the Castledare Miniature Railway on the 19th August for an afternoon of live steam.

The Club lay-out is now progressing well and all but six feet of the track-work has been completed. All this work has been carried out during our Saturday afternoon meetings which have been arranged specifically for work on the Club Lay-out. Ron Congdon has started the building ball rolling with a fine model of a station building, goods loading facility which includes a scratch-built crane. Hope this will encourage others to follow his good example.

For further details ring Jack Eagles, on 60 5005.

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SOUTH AUSTRALIAN BRANCH

Although the South Australian Branch is not yet formed, the S.A. Representative is Wal Bennett, 6/42 Wright Street, Renown Park, Adelaide, 5008.

ARRANGING A TRIANG LEVER FRAME

by E. G. Watson

Before dealing with the arrangement of the levers on the frame, there are several aspects of wiring that can make the job easier, I would like to mention. On my new layout I have taken two single wires right around the layout from the transformers, one for points, and one for signals. These wires can quickly be bared and leads from them to the points or signals tied in. Similarly a double wire from each control unit goes around the board. Each wire is marked for quick identification. I am finding this system quite good and quick.

When the levers are wired, the result we want is that with the levers "in" the frame, that is towards the side the two wires enter, all colour light signals are red, all points set for the straight road, and power "off" on all isolated sections. There are exceptions to this, which would take complicated explanations plus diagrams to explain. For example one of my Isolating Track Switches is normally out of the frame (towards operator). If for some reason your points are not normally set for the straight road, the wires should be reversed so that all levers for points are "in" the frame for the road they normally are set for. This means that at a glance I can tell if any of about 100 levers are in their "normal" position or reversed.

The exception will have a bright red handle. Having ascertained the result we want from wiring the frame, the next question is in what order do we want the levers for the best way to work? I still think the best way for a small number of levers is to have them in the order the train passes or requires them.

1. That is — mainline isolating track if required.
2. Where a signal protects points the point lever would be first; then the signal lever.
3. Where points lead to a yard, the point levers in order would be placed next to the point lever loading from the mainline.

I used this system for several years and found it excellent. This system is quite workable so long as no additions are being made. Once it becomes necessary to add to it the difficulties of re-arranging the levers and wires can make the job quite tedious.

One idea I tried was arranging each type of lever in blocks, Greens, Yellows and Blacks. During re-construction this proved well worth while, but once full scale operations were commenced it proved to be tedious picking out the different levers and requiring too much attention. For my new layout, a combination of these two systems is being used, and so far seems quite successful.

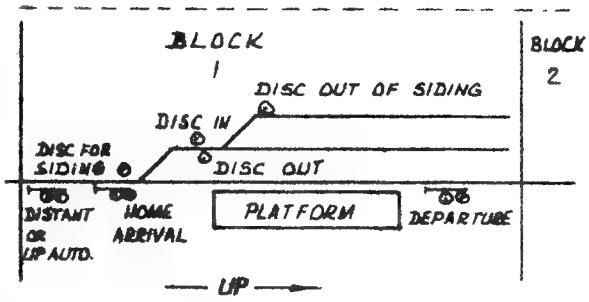
The whole layout is divided up into 4 parts. Each part has its own "block" of levers. The first block is quite long — it will have over 50 levers. The requirements of this block are known, therefore the levers can be arranged as described first. As this block will not be added to, no problem arises. Block 2 is partly known so that the levers can be arranged to that point. 3 and 4 are more or less unknown. A couple of points have been wired for testing purposes, but they can be changed easily when the time comes. Blocks 2, 3 and 4 will be short blocks of levers so that a minimum of work will be involved if any re-arrangement is needed.

The track is laid out mainline and mainline points leading to sidings. As I am using points, motors and lights from my old layout, this system is OK so far.

As it will cost about $100.00 for the remainder of the electrical equipment and points blocks. 3 and 4 will vary slightly from 1 and 2, the mainline and points leading from them will be laid first and the other sidings later. This poses no great problems. The new levers can either be inserted next to the lever for the mainline points, or as a separate unit at the end.

I would recommend this system to anyone building a layout, but not knowing just how many points or signal levers will be required. The blocks are arranged in the order the train would pass over them. The last signal in each block would be the starting signal which permits the train to enter the section ahead.

The arrangement would be: —



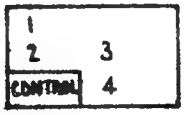
We would have: —

Isolating Track (if requiring) up auto Disc Home arrows, Yard points and discs and departure.

2 or more stations could be included in one 'block' if required.

The planning steps required: —

1. View the layout as a whole. If you cannot plan the order of the various levers divide the layout into blocks.
2. Plan the blocks on your base for the frame. One wire from the transformers will be needed for each block. I merely put 4 wires into one lug each a bit longer than I estimated it need be and put on the plugs as required. If possible wire all accessories in order required, so that existing wires to frame are disturbed as little as possible.



Finally a hint for testing point wires which saves a lot of messing around. Usually, if not in all cases, they will reach from the frame to the points across the top of the base board. If they give trouble take them out, put into a yellow lever frame section and into a colour light signal, that is known to work. Both lights block — both wires bad, one light on — one wire bad. I am wiring up a lever and light so that all my point wires I make up myself can be tested this way. I don't know why it is but I can wire colour light signals by the dozen without any trouble, but points ! ! I think that most of the trouble comes from variations in the point lever frame sections, and changes in the Triang plugs over the years. When in desperation I finally tried out this idea I found several sets of leads worked the lights OK but would not work the points. I then abandoned hope of salvaging the leads for the points from the old layout. I used them for the lights and made up new leads, modified the new type plugs, and wired up eight sets in the time it took me to do two when trying to get the old leads right.

For anyone rewiring points that have lever frames that have been purchased over the years — WATCH OUT if you use the new type plugs. Work in a room free of noise or smells. If you hear a slight buzz or smell burnt plastic, switch off power immediately. Cut about ¼" off the plug. I do this first anyhow; then keep feeling the point motor for five minutes to make sure it doesn't heat up.

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FOR SALE

A.M.R.A. cloth badges — fully embroidered. 40 cents each from your State Secretary or Rex Little, P.O. Box 46, Nunawading, Vic., 3131. Please enclose a stamped addressed envelope with mail orders.

A.M.R.A. Tie Bars —	Silver	$1.00 each
	Gold	$1.25 each
A.M.R.A. Cuff Links		$1.50 pair

from the Federal Treasurer, Keith Robinson, 26 Lilac Street, Punchbowl, N.S.W., 2196.

A CRANKPIN BOSS DRILLING JIG

R. C. Grace

Having decided to construct a number of locomotives using readily available components, I sat down to consider the problems associated with chassis construction. In order to have a free running unit, one of the essentials is to ensure that all crankpins are as near to the same distance from the wheel centre as possible. I had decided to utilise "Romford" wheels and axles and these presented a relatively simple answer to the problem. Using the square on the end of the axle for location and the wheel nut for clamping the wheel in place, ensures that each wheel will be drilled in the same position every time.

Turning now to the drawing, we can see that my jig was made from material 1½" wide by ½" thick. There is nothing critical about these dimensions and anything thicker than ⅜" and wider than ¾" will suffice. I might mention here that the material was cold rolled flat steel bar (also known as bright mild steel). If you wish to make a similar jig the following are the steps I took.

Firstly select your piece of material that is free of burrs, lumps and bumps, and cut off a piece 3½" long. Then while you still have the saw in your hand carve off two more pieces ¾" long. File up the sawed surfaces to clean and remove burrs. Now take the long piece and mark out the position of all holes. Centre pop all the intersection points and you are now ready for a spot of drilling.

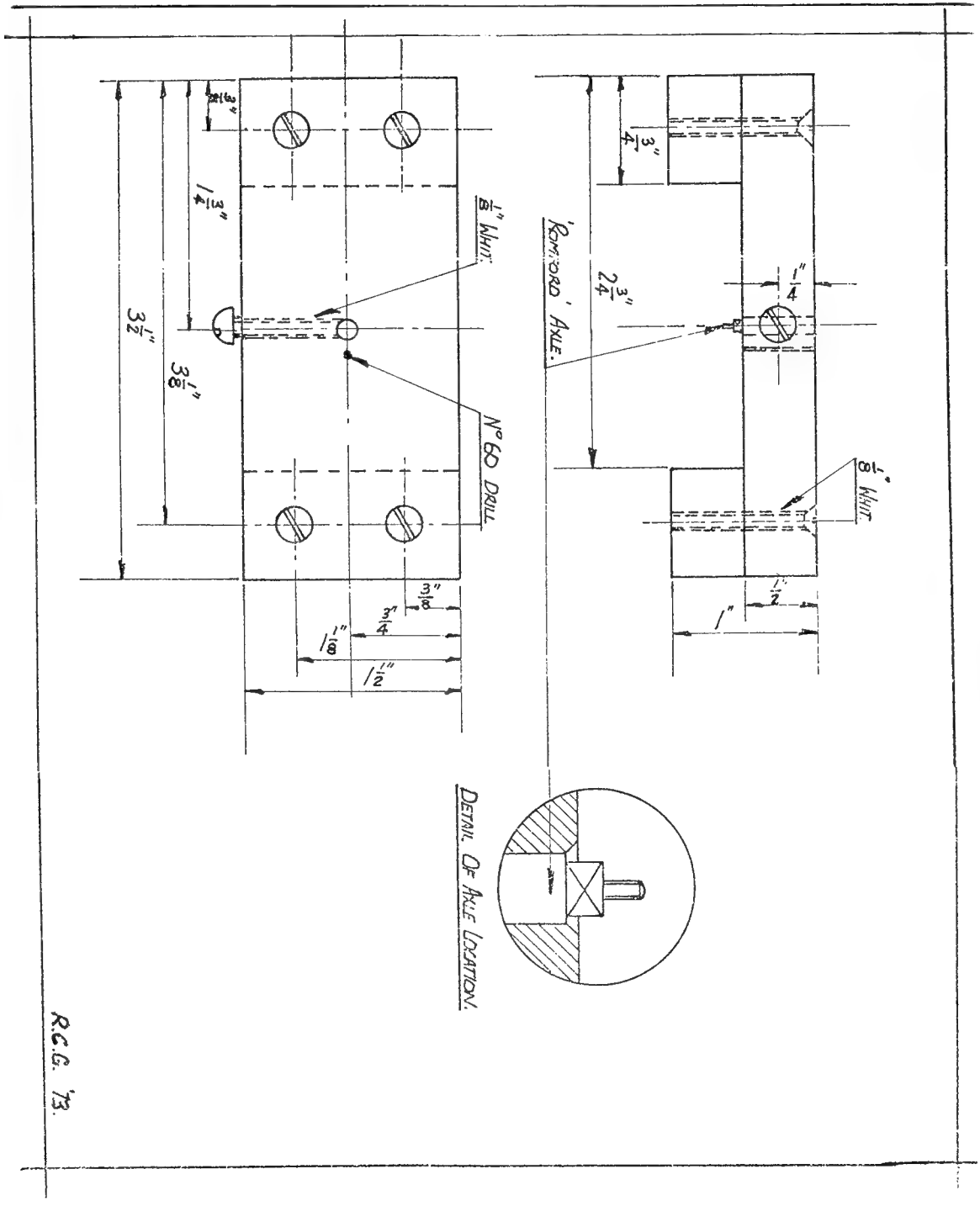
Firstly clamp one of the short pieces on one end of the long one and drill right through No. 40 for the two fixing screws. Before separating the pieces mark them for future identification. Open out the holes in the long piece to ⅛" dia. and countersink with a ¼" dia. drill. Repeat these operations on the other end. Now take the small pieces and tap the hole ⅛" Whitworth. After tapping, clean up all the burrs making sure that the surface is smooth but not distorted. Assemble the components with ⅛" Whitworth countersunk head screws and the frame of the jig is complete.

We now turn our attention to the locating spigot in the centre of the jig. The hole for the spigot is drilled to ⅛" dia. Start with a smaller drill, say a number 33 and finish with a ⅛" drill. This will reduce the tendency for the drill to cut oversize and leave you with a hole that is a sloppy fit on the spigot. Next we turn the frame on its side and drill number 40. After tapping this hole ⅛" Whitworth, we then turn the frame back and run the ⅛" drill through the hole again to clean out the burrs.

Take a standard "Romford" driving axle, push it through the hole and position the end so that the shoulder formed by the square is slightly below the surface of the underside of the jig. Nick the other end of the axle with a file, remove and cut to length. Replace the axle with the end flush with the top of the jig and lock in place with a ⅛" Whitworth set screw in the side hole.

We now come to the final stage. Mount a driving wheel on the square and clamp in position using an axle nut and the "Romford" screwdriver. Turn the jig over and using the dimple in the crankpin boss as centre, drill through the wheel and into the jig with a number 60 drill (or whatever size drill that suits your crankpin). Remove the wheel and continue drilling right through the jig. Deburr the hole and the jib is complete.

In all the above operations, it is essential that that you work carefully and as accurately as possible. It may seem a lot of work to be able to produce one hole, but knowing that all wheels are drilled the same means that there will be less work in getting your chassis to run smoothly and if we can save time on the more arduous facets of our hobby we will have more time for the more enjoyable aspects.


3/4"
1 3/4"
3 1/2"
3 1/8"
1/8" Whit.
N° 60 Drill
3/8"
3/4"
1/8"
1/2"
'Romford' Axle.
2 3/4"
1/4"
1/8" Whit.
1/2"
1"
Detail Of Axle Location.
R.C.G. '13.

FOR
READER'S LETTERS

THE EDITOR.

A.M.R.A. JOURNAL

Dear Sir,

I've been in the hobby for about 15 years now following U.S. prototype and scratch building mostly from Model Railroader articles.

The increasing availability of models of local loco's has whetted my appetite for local equipment and in the past 12 months several N.S.W. type waggons, scratch built from Journal articles (more if possible please!) have appeared on my under construction layout.

The big problem so far has been lack of local knowledge but whilst reading an excellent publication titled "Tunnels on Australian Railways" I came across a reference to an industrial line built early in this century to serve the slate oil deposits at Newnes in the Blue Mountains in N.S.W. Apparently shay locos were used to haul out the oil and as this sounds like an ideal model for a mining spur to build on my layout I've been seeking information on the locos and rolling stock used, plus any general points on the line itself.

I have had no luck so far and I'm wondering whether the advisory panel on pop value readers might be able to help. Any information on the line or sources of further information would be appreciated.

Yours faithfully,
Ron Cunningham

P.S. Do you think Journal could publish an article on underbody detail as this is difficult to find from plans and photographs, etc., when scratch building.

THE EDITOR,

A.M.R.A. JOURNAL,

Dear Rex,

As a non-member of the A.M.R.A. I suppose I am out of line writing to you with suggestions on the A.M.R.A. but your editorial in the Jan.-Feb., 1974 Journal struck a chord with me.

I dropped out of the A.M.R.A. when I found that attendance at the Branch meetings clashed with my working hours and that my only communication with the A.M.R.A would be the Journal. As an advertiser in the Journal I get to read it anyway so there was no point in keeping up my membership just to get the magazine.

In his Branch Notes in the Jan.-Feb. issue, John Harry said there is no excuse for suburban members not attending meetings. Unfortunately I disagree with him; if I was a member I would be a suburban member who **could not** attend the Branch meetings. So I believe this is my excuse for writing this letter. There are, I feel, quite a number of suburban members or prospective members who are in the same boat as myself; they would attend the meetings if they could. Social functions are a different matter; but there is the excuse that they may not have learned what is on. If their only communication is through the Journal, the particular function or functions may be over before they receive their copy of the magazine.

An extreme example of this is shown by the Jan.-Feb. Journal which was received here late May. The last function listed in the Vic. Branch Notes occurred on April 11th.

Likewise the working bees; if the member is unable to attend the Branch meetings how does

he find out what is happening and when?

Which brings us back to your editorial, how do the Branches communicate with the country members and unable to attend suburban members?

There are, I suggest, three ways in which extra communication could be established; by letter, by newsletter and by round-robin.

Letters can be time consuming and expensive and they would be better served by a newsletter. However the Branch Secretary could and should send a letter of welcome to each new member in his Branch when and if he receives a list of new members from the Federal Registrar. He should ask the new member if he intends to attend the Branch meetings and if not why the new member cannot attend.

Country members, because of distance and time involved, may not be able to attend. Suburban members because of health or employment may not be able to attend. In these cases the members' names should go on a list for receiving a monthly newsletter. This newsletter would not be sent to members who attend Branch meetings or don't attend but could do so; it is only for those unable to attend.

This newsletter could be as formal or informal as the Branch or newsletter desires. It should be chatty, give advance notice of functions and working bees. In the latter case it should detail what is to be done, where at what time and on what day and who will be in charge. It could include short articles and so forth and would be a good training ground for someone with ambitions of taking over Journal editorship. It should appear at least once a month and could be duplicated rather than printed.

The Newsletter should be under the Secretaries' jurisdiction but not published or printed by him. This should be carried out by a member who regularly attends all functions of the Branch.

The third suggestion is using round-robins. This is not as silly as it sounds. What happens is a group of members, say half a dozen, get together to send material to each other through the post. When a using member receives the bundle of material he retains it for a reasonable time until he has had time to peruse the contents, removes his old material and adds his new stuff and then passes the bundle on to the next member on the list.

Each round-robin circle should have a regular attending member of the Branch participating who would act as a liaison officer with the Branch. He would control the movement of the round-robin, slot in new participants as required and add and substract Branch material.

Should a member wish to participate in a round-robin he would send his name and address to the Branch Secretary who would pass this information on to a liaison officer who has an available slot.

When the liaison officer receives the round-robin he would pass it on to the new member along with the name and address of the next member to receive it. Details of the operation of these round-robins should be worked out by the Branch C-O-M but the idea does work. I was a member of a camera club round-robin once when I was interested in photography and I know it works.

I feel the Branch C-O-M's should be expanded to include a committeeman whose function it would be to look after the outlanders, to control the newsletter, to look after the operation of the round-robins and to do any other tasks involved with this minority group.

The Branch and especially the Victorian Branch should have a Branch meeting at least two or three times a year on a Saturday or Sunday afternoon deliberately slanted towards the country and other unable to attend normal meetings members. Not a social function — not a working bee — but a plain straight out **Branch Meeting.** How about the idea, also, of a Branch Annual Convention?

If there was more for the people in my position and for the country members I know I would re-join the A.M.R.A. and I know the other people in like positions to myself would like to take a greater interest in the Association.

ERN RADDITZ

News from other Clubs

PROSPECT MODEL RAILWAY CLUB

The Annual General Meeting of the Prospect Model Railway Club will be held on the 27th July, 1974 at the clubroom, 31 Adelaide Street, St. Mary's.

Among other items on the agenda for the A.G.M. will be a re-opening of discussion on the need to limit the membership of the Club. It is felt that the Club should only admit the number of members who can be successfully accommodated at a meeting, to avoid overcrowding.

At the last monthly meeting of the Club it was decided to reduce the number of Business meetings to three per year, and give more authority to the committee, which will be enlarged to its original number of five. This decision was found necessary because of the larger membership of the Club, and giving everyone a say at a business meeting held once a month, cuts our running time down quite a bit. We were becoming quite a good debating society.

In lieu of the Club monthly meeting, the committee will meet once a month or when necessary. A suggestion box will be introduced for members to put forward their ideas in writing, for the committee to consider. A copy of the Committee Meeting minutes will be posted on the Notice Board.

The building of our "N" gauge layout is progressing steadily in the absence of its designer, Ray Lockitt, who, unfortunately for us, has recently been transferred to W.A. Club members of his calibre are indeed rare. Tracklaying and the construction of raised and elevated sections are being carried out at this stage.

Our "H.O." layout should be an eye catcher when next exhibited. (Probably at the Lower Town Hall, Sydney, in October.) There have been several changes and additions made to the scenery, brightening it up considerably and giving the layout a face lift. We still have plenty of work that can be done on it, and those members who enjoy this facet of the Hobby are encouraged to give full rein to their creative ability.

Mike Guest, Hon. Sec., P.M.R.C.

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The D.V.R. is dead, long live the Diamond Valley Railway Ltd.

It gives me great pleasure to present to you, my first report, as President of the Diamond Valley Railway Ltd.

On Sunday, 3rd February, 1974, a Special General Meeting was held, at the Clubrooms, Eltham Lower Park. As a result of this Meeting, the Railway was incorporated on the 19th March, 1974. Committee has made arrangements for the dissolution of the Diamond Valley Miniature Railway Club. The first Meeting of the Committee of the Diamond Valley Railway Ltd., was held on Saturday, 29th March, 1974.

An item of interest to the Members which comes to mind is: —

Our Registered Office (for the D.V.R. Ltd.) is situated at C. W. Sterling & Co., Brentwood House Extension, 420 St. Kilda Road, Melbourne. Correspondence and Accounts, however should still be forwarded to the Railway, at its "Home Address", which is: —

P.O. Box 53, Eltham, Vic., 3095.
Phone: 439-1493. A/H.: 25-2110.

NEWS FROM OTHER CLUBS

"THE NORTH SHORE RAILWAY MODELLERS ASSOCIATION, is organizing a Modelling Competition, open to any interested modellers. Cash prizes will be awarded in the following categories: —

1. Locomotives — Scratch Built
2. Locomotives — Kit Built/Proprietary Conversions
3. Rolling Stock — Scratch Built
4. Rolling Stock — Kit Built
5. Scenery/Buildings
6. Misc./Trackwork Signals, etc.

In addition a trophy will be awarded to the entry judged overall best of show.

The judging will be in Mid November, 1974. Futher details to follow in due course.

Meanwhile any interested modellers are asked to contact the Secretary, Doug A. Bocking, P.O. Box 24, Cambewarra Crescent, Berowra Heights, N.S.W. 2082. Telephone: 456 2668."

STOCKTON and DARLINGTON RAILWAY

Celebrating 150 Years of Railway History

The World's first public passenger steam railway train ran from Shildon to Stockton via Darlington on the 27th September, 1825, pulled by George Stephenson's world famous "Locomotion". The train carrying some 600 people but consisting mostly of open coal trucks averaged some 10 miles per hour to cover the 21½ miles.

1975 will see the 150th Anniversary of the historic occasion. Ambitious plans to celebrate this unique event are well advanced under the guidance of a Special Joint Committee of Local Authorities and railway specialists with special town committees to organise events for Shildon, Darlington and Stockton-on-Tees.

The "season of activities" will commence towards the end of June and go on to the end of September. Special points of interest will be Darlington's North Road Station — once part of the Stockton and Darlington Railway — which is to be preserved with the intention of becoming the focal point of Darlington railway history. At Shildon, Timothy Hackworth's cottage will be opened as a small museum, and the last remaining building of the original Soho Works of the Stockton and Darlington Railway will house one of Hackworth's famous engines "Bradyll". Many relics of the 1825 line remain in position along the full length of the Stockton and Darlington Railway. These are being recorded and it is hoped that arrangements can be made for public access to these sections no longer in use and to promote an organised Rail Trail.

At Stockton, the world's first railway ticket office is to open to the public and in the grounds of Preston Park part of the original trackbed will be on display on its original alignment. The North of England Regional Open Air Museum at Beamish near Chester-le-Street will display much of local industrial and railway significance. Here in the museum park a full size working steam replica of "Locomotion" will be in operation.

In the period preceding the anniversary date special weeks of festivity will be organised by the local town committees. From August 4th to 30th Shildon, Co. Durham will be "en fete" to the world. Coinciding with Shildon week a major collection of locomotives and rolling stock will be on show in the British Rail Wagon Works with selected engines in steam each day of the week.

The following week, the scene will move to Darlington where, in addition to the attraction

of North Road Station — where it is hoped George Stephenson's "Locomotion" and the Darlington built "Derwent" will be on display — there will be number of exhibitions connected with railways.

Moving towards the climax on the 27th September, there will be a week of special attractions organised by the Stockton Committee. This will include a display of "Industrial" locomotives on various different gauges — probably including working narrow gauge engines, an art exhibition of railway paintings all culminating in a commemorative banquet on the night of Saturday, 27th September, close by where a similar banquet rounded off the day's historic events in 1825.

A number of holiday package arrangements are now being discussed and the Northumbria Tourist Board would welcome enqiuries from railway orientated societies or others interested in arranging for small or large parties visiting the North-East of England in 1975 for this historic railway anniversary.

P.R.O. to the Joint Committee,
140-150 Pilgrim Street,
Newcastle upon Tyne.

WANTED

Can anyone help with the new addresses of the following members whose Journals have been returned?

Mr. R. K. Pilgrim and Mr. C. A. Pilgrim,
8/8 Ewos Parade, Cronulla, N.S.W. 2230

Mr. A. R. McKenna, 16 Park Street,
South Melbourne, Vic., 3203

Mr. B. Legge, 1/140 New South Head Road,
Edgecliff, N.S.W. 2027

Mr. P. Sturmey, 2 Ailsa Grove,
Ivanhoe, Vic. 3079

Mr. R. A. Munn, 1403 Ferntree Gully Road,
Scoresby, Vic. 3179

Rex Little, Editor

ECON MODELS HON3½ QUEENSLAND RAILWAY H WAGON KIT

by Arthur Robinson

This kit consists of floor, 2 sides, 2 ends, 6 bogie side frames, 2 bogie bolsters and 4 pairs of wheels.

The kit is quite easily made up but it is recommended that the modeller sand down the backs of the sides, ends, and the top of the floor.

This sanding is best done by using a piece of sandpaper glued to a flat piece of particle board, or a handy piece of flat rough cement. This gives a flat surface on the parts by rubbing them on the sanding board.

As the model is of an open wagon the floor should be scribed to resemble the timber planking of the prototype.

After this the parts can easily be assembled. The underframe includes a cost brake cylinder and a diagram is supplied showing the position of Queen posts and truss rods and also bogie spacing. The bogie's supplied are cast from the same material as the body, and the six sides are supplied to cover breakages. After assembling two kits no bogie sides were broken.

Although the kit does not include a lot of detail a basic "H" wagon can be built from the kit and modellers can apply the detail to their own satisfaction. No mention is made of buffers in the instructions, but ERG T.T. wagon buffers are suitable for this model.

I feel the kit is good value for the price and every QR modeller should have at least 2 or 3 of these wagons on his layout.

WANTED

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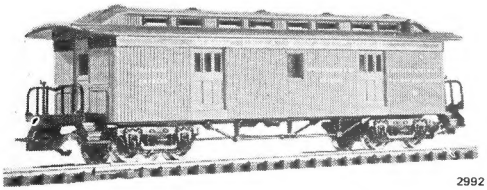

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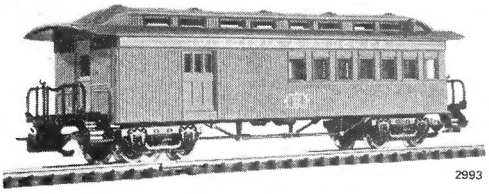

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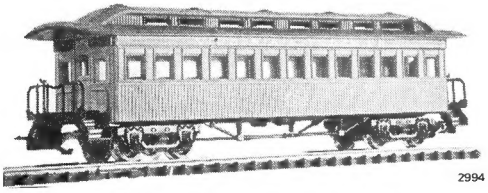

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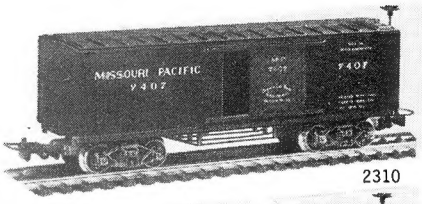

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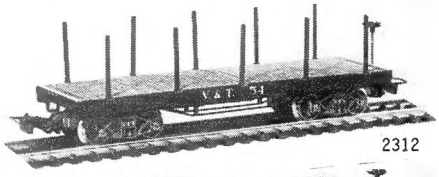

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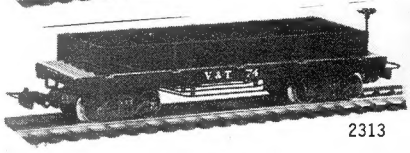

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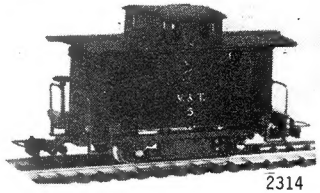

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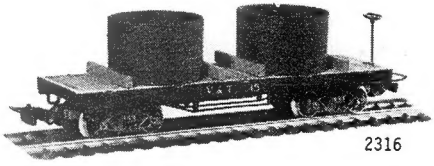

2316

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